Second Series Vol. LV - No. 53

Tuesday, April 25, 1961
Vaisakha 5, 1883 (Saka)

LOK SABHA DEBATES

(Thirteenth Session)

(Vol. LV contains Nos. 51 - 61)

LOK SABHA SECRETARIAT
NEW DELHI

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LOK SABHA

Tuesday, April 25, 1961/Vaisakha 5, 1883 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

रामगंगा नदी परियोजना

*१७११. **श्री भक्त दर्शन :**
श्री पांगरकर :

क्या **सिंचाई और विद्युत्** मंत्री १ दिसम्बर, १९६० के अतारांकित प्रश्न संख्या ११०६ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश में रामगंगा नदी परियोजना के विभिन्न चरणों में इस बीच क्या प्रगति हुई है ;

(ख) उसके विभिन्न चरणों का शेष निर्माण-कार्य कब तक पूरा हो जाने की आशा की जाती है ;

(ग) उस के निर्माण पर कुल कितना धन व्यय होने का अनुमान है ; और

(घ) उसके निर्माण के लिये भारत सरकार अब तक कितनी सहायता दे चुकी है अथवा भविष्य में देने वाली है ?

सिंचाई और विद्युत् उपमंत्री (श्री हाथी) : (क) से (घ) . अपेक्षित जानकारी का विवरण सभा पटल पर रखा है ।

विवरण

(क) दिसम्बर, १९६० के अन्त तक की रामगंगा परियोजना पर प्रगति निम्नलिखित बताई गई है :—

रामगंगा पर पुल का निर्माण	७८ प्रतिशत पूर्ण
छेदन कार्य (ड्रिलिंग ओपरेशन्स)	६६ प्रतिशत
कालागढ़ में सर्वेक्षण	९२ प्रतिशत
भूतत्वीय अनुसन्धान	१८.५ प्रतिशत

(ख) आशा है कि यह परियोजना चौथी योजना में पूर्ण हो जायेगी ।

(ग) परियोजना की अनुमित लागत ३९.८३ करोड़ रुपये स्वीकृत हुई है । ऐसा बताया गया है कि परियोजना के अनुकलन (ऐस्टीमेट्स) राज्य सरकार द्वारा दुहराये जा रहे है ।

(घ) केन्द्र से इस परियोजना के लिये कोई भी विशेष वित्तीय सहायता निश्चित नहीं की गई है । किन्तु राज्य सरकार स्वीकृत विकीर्ण विकास योजनाओं के लिये उन्हें दिये गये इकट्ठे ऋण में से इस पर धन लगा रही है ।

श्री भक्त दर्शन : इस विवरण में जो सब से पहली बात है वह यह है कि रामगंगा नदी पर जो पुल बनने वाला है उसका ७८ प्रतिशत काम अब तक पूरा हुआ है । २३ अगस्त को बताया गया था कि ६५.६ पूरा हुआ है और उसके बाद १ दिसम्बर को बताया गया कि ७२ प्रतिशत पूरा हुआ और अब बताया जा रहा है कि ७८ प्रतिशत पूरा हुआ है । यह पुल जो कि इस बांध के निर्माण के लिए अत्यन्त महत्वपूर्ण है, आखिर

इसके निर्माण में इतनी देरी क्यों लग रही है और कब तक यह पूरा हो सकेगा ?

श्री हाथी : देरी नहीं हो रही है, लेकिन जब पुल की ऊंचाई बढ़ती जाती है तब काम भी बढ़ता है । ७८ प्रतिशत काम हो चुका है और बाकी कुछ महीनों में कम्पलीट हो जाएगा ।

श्री भक्त दर्शन : इस बांध के निर्माण के बारे में पिछले पांच सात वर्षों से बातचीत चल रही है और बीच में शिथिलता इस काम में आ गई थी । मैं जानना चाहता हूं कि क्या केन्द्रीय सरकार सन्तुष्ट है कि जिस चाल से यह काम हो रहा है, उससे जो समय इसके लिए निर्धारित किया गया है, उसके अन्दर यह पूरा हो जाएगा और यदि नहीं तो क्या इसमें तेजी लाने का प्रयत्न किया जाएगा ?

श्री हाथी : पिछले पांच सात साल से तो नहीं लेकिन मेरे ख्याल से १९५९-६० से शुरू किया गया है और चौथी योजना तक काम खत्म हो जाएगा ।

श्री प्रकाश वीर शास्त्री : क्या मैं जान सकता हूं कि इस परियोजना के लिए कुल कितनी धन राशि नियत की गई थी और अब तक उसमें से कितनी धनराशि व्यय हो चुकी है ?

Shri Hathi: For 1959-60, Rs. 25 lakhs were sanctioned and for 1960-61, Rs. 93 lakhs were sanctioned.*

श्री भक्त दर्शन : प्रश्न के "घ" खण्ड के उत्तर में बताया गया है कि इस बारे में अभी तक कोई विशेष सहायता नहीं दी गई है । मैं जानना चाहता हूं कि उत्तर प्रदेश में एक रेहांड बांध है जो पूरा होने वाला है और यह उस के बाद दूसरा महत्वपूर्ण बांध है, तो क्या केन्द्रीय सरकार इसके लिए खास तौर से कुछ आर्थिक व्यवस्था करने और जल्दी से जल्दी इसको बनाने का प्रयत्न करेगी ?

श्री हाथी : जी हां कोशिश करेगी ।

श्री ब्रज राज सिंह : इस परियोजना के लिए उत्तर प्रदेश की सरकार द्वारा कुछ सहायता की मांग क्या केन्द्रीय सरकार से की गई थी और यदि की गई थी तो कितनी सहायता की मांग की गई थी और कितनी सहायता केन्द्रीय सरकार ने देना स्वीकार किया है ?

श्री हाथी : अलग अलग प्राजैक्टस के लिए सहायता नहीं दी जाती है, लम्पसम प्राजैक्ट्स के लिए रकमें दी जाती है । इसके लिए कोई अलग से सहायता नहीं दी गई है ।

श्री भक्त दर्शन : माननीय मंत्री जी ने कहा है कि लम्पसम सहायता उत्तर प्रदेश सरकार को दी गई है । मैं जानना चाहता हूं कि कितनी लम्पसम सहायता दी गई है और उत्तर प्रदेश सरकार ने क्या यह बताया है कि उसमें से कितनी सहायता का उपयोग इस काम के लिए किया गया है और कितनी रकम इसके लिए खर्च की गई है ?

Shri Hathi: As I explained, for the year to year Plan, the general resources of the States are taken into consideration and the expenditure during that period is taken into account. The lump sum is provided for the State as a whole and not for any irrigation sector or power sector or anything like that.

Shri Bhakt Darshan: What is that lump sum?

Shri Hathi: I do not know that.

Legislation regarding Private Nursing Homes and Clinics

*1112. **Shri Ram Krishan Gupta:** Will the Minister of Health be pleased to state at what stage is the proposal for introduction of legislation to

*These figures were subsequently corrected by the Deputy Minister vide Cols. 13512-13.

regulate private nursing homes and clinics?

The Minister of Health (Shri Karmarkar): A model draft bill to regulate private nursing homes and clinics is being prepared and will, when finalised, be commended to State Governments for enactment by their legislatures.

Shri Ram Krishan Gupta: May I know whether the views of representative organisations of private medical practitioners are also ascertained in this regard?

Shri Karmarkar: Yes, Sir; for instance, there is the Indian Medical Association which does not agree with the proposal but has no objection to the regulation of nursing homes.

Shri Thirumala Rao: When does the hon. Minister expect to place this measure on the statute-book? Will it be done within this year 1961-62?

Shri Karmarkar: It all depends. We are having a model legislation prepared and we shall send it to the State Governments. It is for them to take steps. It is difficult for me to say whether they will enact the legislation in time.

Shri C. R. Pattabhi Raman: May I know whether, by this legislation, the Government would take steps to ensure the minimum standards in these institutions?

Shri Karmarkar: That is the very object of the Bill. We have no powers to prescribe minimum standards for the private nursing homes. There is the Central Council of Health which consists of the Health Ministers of all the States, and it twice recommended this proposal; the latest recommendation is that we should prepare a model draft Bill and circulate it to the State Governments.

Shri Thirumala Rao: Are there any rules and regulations for licensing the nursing homes, insisting on certain minimum standards in regard to hygiene and accommodation, etc.?

Shri Karmarkar So far as the private nursing homes are concerned, the municipality may insist on hygienic rules and regulations if it has any such rules. We have none, except that the doctor should be a qualified doctor.

Shri Shree Narayan Das: May I know whether the various State Governments have agreed to the principle of the Bill and, if so, how many of them have agreed?

Shri Karmarkar: I find that five States and one Administration, that is, Union territory, have agreed to this. They are: Andhra Pradesh, Kerala, Punjab, Uttar Pradesh, Madhya Pradesh, and Tripura. The proposal is acceptable to them. The others are non-committal; they have not been able to make up their minds.

Gandak Project

***1714. Shri Bibhuti Mishra:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that the progress in Gandak Project (in Bihar) is very slow;

(b) if so, whether it is a fact that requisite exchange required for Gandak Project is not available; and

(c) to what extent Centre has given its assistance and the period within which the completion of the Project is envisaged?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No, Sir. The preliminary and preparatory works *e.g.* surveys, construction of roads and buildings etc. are well under way and some completed or nearing completion. Besides, the work of canal excavation has also been started. All these works are progressing satisfactorily.

(b) No, Sir. Steps are being taken by the Government of India to arrange for the foreign exchange required for the Project.

(c) No separate earmarked assistance is being given from the Centre

for this project. The project is expected to be completed by 1968-69.

श्री विभूति मिश्र : अभी माननीय मंत्री जी ने बताया है कि वहां का निर्माण कार्य चल रहा है । बगहा से भैसालोटन तक जहां कि बैरेज होगा, सड़क को बनते तीन साल हो गए हैं, अभी तक भी वह कम्पलीट नहीं हुई है । मैं जानना चाहता हूं कि क्या सरकार ने कोई प्रयत्न किया है कि जल्दी इसमें प्रगति हो ?

श्री हाथी : मेरे ख्याल से प्राजैक्ट १५ जुलाई १९६० को सैंक्शन हुआ । प्लानिंग कमिशन ने क्लीयर सैंक्शन १५ जुलाई १९६० को दिया । उसके पहले जो कुछ काम हुआ होगा वह सारा ऐसे ही हुआ होगा । स्वीकृत प्राजैक्ट के नीचे जो काम हुआ वह १५ जुलाई १९६० से हुआ ।

श्री विभूति मिश्र : मैं जानना चाहता हूं इस प्राजैक्ट में नेपाल गवर्नमेंट ने अब तक क्या सहायता प्रदान की है ?

श्री हाथी : नेपाल सरकार के साथ समझौता होने वाला था वह हो गया है, एग्रीमेंट हो गया है ।

श्री विभूति मिश्र : मैं जानना चाहता हूं कि इस प्राजैक्ट की कार्यान्विति में, १५ जुलाई १९६० को जो सैंक्शन हुई, तब से अब तक नेपाल सरकार ने कौन कौन सी सहायता दी है ताकि यह प्राजैक्ट आगे बढ़ सके ?

श्री हाथी : जो सहायता चाहिये थी, वह दी है । पैसे की सहायता नहीं लेकिन काम करने की सुविधा देते हैं ।

Shri Shree Narayan Das: May I know what is the nature of the administration of this project? Is there any committee which has been constituted, consisting of representatives of the Governments of Bihar and Uttar Pradesh and the Government of Nepal?

Shri Hathi: Not yet; we are considering the appointment of a control Board.

श्री प्रकाश वीर शास्त्री : क्या मैं जान सकता हूं कि इस गंडक परियोजना के लिये भारत सरकार और नेपाल सरकार बीच जो समझौता हुआ है उस से कितने प्रतिशत लाभ नेपाल सरकार को होगा और कितने प्रतिशत लाभ भारत सरकार को होगा ? क्या इस सम्बन्ध में कोई नीति निर्धारित की गई है ?

श्री हाथी : सब मिला कर लगभग ३८ लाख एकड़ का नेपाल और इंडिया में इरिगेशन होगा । नेपाल में १·१८ लाख एकड़ का इरिगेशन होगा, बिहार में २९·९० लाख एकड़ का इरिगेशन होगा और उत्तर प्रदेश में ७·१५ लाख एकड़ का इरिगेशन होगा ।

श्री भक्त दर्शन : चूंकि गंडक नदी उत्तर प्रदेश और बिहार की सीमा पर बहती है इस लिये क्या उत्तर प्रदेश सरकार से भी इस परियोजना के सम्बन्ध में परामर्श लिया गया है, और क्या उन का सहयोग मिल रहा है ?

श्री हाथी : उत्तर प्रदेश सरकार ने भी इस परियोजना की रिपोर्ट तैयार की है और उन के साथ भी परामर्श किया गया है ।

श्री विभूति मिश्र : क्या यह सही है कि गंडक का काम पूरे जोर से नहीं चलता है क्योंकि गंडक और कोसी के लिये एक ही ऐडमिनिस्ट्रेटर है, और क्या सरकार ऐसा सोचती है कि गंडक का ऐडमिनिस्ट्रेटर अलग बनाया जाय और उस काम को ठीक से चलाया जाय ?

श्री हाथी : मेरे ख्याल से जो कोसी के ऐडमिनिस्ट्रेटर हैं उन के गंडक के ऐडमिनिस्ट्रेटर होने से फायदा ही है । उन को एक्स्पीरिएंस है और वे काम अच्छा करते हैं ।

Re. S.Q. 1711

The Deputy Minister of Irrigation and Power (Shri Hathi): With your permission, I want to make a correction. In reply to a supplementary on the question on Ram Ganga Project, by mistake I gave a wrong figure about the provision about the Ram

Ganga Project. The total amount provided in the second Five Year Plan is Rs. 179 lakhs. I gave a wrong figure by mistake.

"Teller System" in G.P.O., New Delhi

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*1715. **Shri Ajit Singh Sarhadi:**
Shri Bibhuti Mishra:
Shri P. C. Borooah:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether experiment of teller system of working in the Post Office Savings Bank introduced in New Delhi G.P.O. is going to be tried in other big towns in the country; and

(b) if so, what is the scheme for the next two years?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Yes, if the system proves popular.

(b) The programme will be drawn up only after the result of the experiment is known.

Shri Ajit Singh Sarhadi: May I know if the experiment in New Delhi has been successful?

Dr. P. Subbarayan: It is being watched; I cannot say whether it is successful or not.

Shri Bibhuti Mishra: May I know by what time the hon. Minister wants that this thing should be introduced all over India in all the towns?

Dr. P. Subbarayan: When the experiment proves successful, we will think of other towns.

Shri P. C. Borooah: May I know whether it will involve any duplication of workers and if so, what extra expenditure is likely to be incurred?

Dr. P. Subbarayan: That has not been worked out yet. It is now being done by the staff in the post office itself.

Shri Ajit Singh Sarhadi: May I know for how long the experiment will go on before reaching a decision?

Dr. P. Subbarayan: I cannot say definitely.

Shri Bhakt Darshan: Will the hon. Minister throw some light as to what is exactly this teller system?

Dr. P. Subbarayan: I am myself very ignorant as to what this teller system is. But what I have been told by the authorities is that it is a system by which the work could be less and the savings bank can be operated a little more easily.

Shri Bibhuti Mishra: Up till now from the experience gained by the department, what is the prospect?

Dr. P. Subbarayan: As I said, we will have to wait and watch.

Civil Pilots for African Countries

*1716. **Shri Braj Raj Singh:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether a demand for civil pilots was received by Government from certain African countries for utilising their services in their respective countries;

(b) if so, from which countries and what was the number of the civil pilots demanded by each country separately;

(c) whether the demand has been considered; and

(d) if so, with what result?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Yes, Sir.

(b) The Embassy of United Arab Republic in India had asked for the services of six Captains and six Co-Pilots for Viscount planes of the Misr Airlines.

(c) Yes, Sir.

(d) The Embassy of the U.A.R, have been informed that Indian Viscount pilots and co-pilots with requisite Flying experience are available. We are awaiting their reply before we call for volunteers.

Shri Braj Raj Singh: May I know whether the recruitment of pilots to be sent to UAR would be made out of the people who are unemployed in the country?

Shri Mohiuddin: These are pilots for Viscounts. I am emphasising the word Viscounts, because unemployed pilots are not even pilots for Dakotas.

Shri Braj Raj Singh: Last time, in reply to my query with regard to employment of civilian pilots, the hon. Minister said that he had written to the Defence Ministry for employing these pilots in the IAF. May I know whether the reply of the Defence Ministry has been received and if so, are they prepared to employ these pilots in the IAF?

Shri Mohiuddin: Unemployed pilots have nothing to do with this question.

Mr. Speaker: This is a different subject altogether.

Shri T. B. Vittal Rao: May I know if we have got surplus Vicount pilots, because we are sending away six?

Shri Mohiuddin: We will try to help a friendly country. I cannot say that that we are surplus, but still we are training more and more pilots.

Shri T. B. Vittal Rao: May I know how many are under training for flying Viscounts?

Shri Mohiuddin: It is a continuous process; I cannot say how many are trained.

Shri M. R. Krishna: May I know whether any request has been received from countries which are purchasing the aircraft manufactured in our country for pilots?

Shri Mohiuddin: Misr Airlines had sent us a request.

Shri Braj Raj Singh: From the time when the Minister gave answers to my queries last time, may I know whether any more civilian pilots have been employed in India?

Shri Mohiuddin: I have no knowledge, about it, because this is not connected with this question.

Shri Narayanankutty Menon: Is it a fact that there are a large number of surplus unemployed pilots in India and it takes only seven days to train pilot for flying a Viscount and if so, may I know whether any facility will be offered by the IAC to give short-term training to these pilots for flying Viscounts?

Shri Mohiudddin: If necessary, it will be considered.

Diesel Locos from Germany

*1719. **Shri P. C. Borooah:** Will the Minister of Railways be pleased to state:

(a) whether Indian Railways have contracted with a West German firm for procuring seven diesel locomotives;

(b) if so, at what cost; and

(c) whether the supply has already commenced?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Sir.

(b) The cost of the seven diesel locomotives delivered F.O.B. Port of shipment is about Rs. 31·68 lakhs.

(c) Yes.

Shri P. C. Borooah: May I know whether these locomotives have been fitted with the new Suri system of transmission and if so, whether the German firm has paid any royalty to the inventor of this system?

Shri Shahnawaz Khan: The very intention of placing the order on this firm was to have Suri transmission fitted to these locomotives. One of these has already been received and the others will be received during the course of the next three or four months. They will all be fitted with Suri transmission. We will try to see how it works in actual practice before introducing it in other locomotives.

Shri P. C. Borooah: May I know whether any royalty has been paid to the inventor of the Suri transmission by the West German firm?

Shri Shahnawaz Khan: The inventor is Shri Suri himself. With this firm we have entered into an agreement for the exploitation of the Suri transmission system. It will be put on seven locomotives in the beginning. We will study the result and thereafter further steps will be taken.

Shri Basappa: May I know the total requirements of diesel locomotive engines and how far they are met?

Shri Shahnawaz Khan: During the third Plan, the requirements of diesel locomotives will be of the order of 435—all types.

Shri Damani: May I know how many diesel locomotives with Suri transformer have been ordered and how the price of Suri transformer compares with that of the other transformers?

Shri Shahnawaz Khan: We have placed orders for 7 locomotives. The price per locomotive comes to Rs. 4·526 lakhs.

Mr. Speaker: How does the price of the Suri transformer compare with the non-Suri transformer?

Shri Shahnawaz Khan: I would require notice separately.

Shri C. R. Pattabhi Raman: May I know how many of these are for the metre gauge and how many for the broad gauge?

Shri Shahnawaz Khan: These are all for the broad gauge.

Shri Thirumala Rao: May I know who owns this new invention? Is it owned by the inventor or the Government of India?

Shri Shahnawaz Khan: The patent has been made out in the name of the President of India.

Shri Narasimhan: In reply to a supplementary question the hon. Deputy Minister gave the total requirements of locomotives. May I know whether they include diesel electric locomotives? If they are not included, may I know whether they are considering the question of having diesel electric locomotives?

Shri Shahnawaz Khan: The figure I gave—435—is for the diesel locomotives.

Mr. Speaker: Does it include electric locomotives?

Shri Shahnawaz Khan: No, Sir.

Mr. Speaker: Diesel means oil.

Shri D. C. Sharma: May I know if this firm was given the contract as a result of global tenders or the firm was contacted directly? If the firm was contacted directly, may I know what was the reason for contacting this firm?

Shri Shahnawaz Khan: Global tenders were called. There was another tender for a larger number of diesel shunter locomotives, and the price quoted by this firm compared favourably with the global tenders for the other shunters. This firm is very well known and it is renowned for the manufacture of diesel locomotives. They have been displaying considerable interest in this invention. That is why we selected them.

Shri Heda: The Railways seem to have a very fairly big plan for purchase of these diesel locomotives. May I know whether the Government have taken into consideration the fact that we are short of diesel oil and, rather, the balance between petrol and diesel is not proper in our country already at present?

Shri Shahnawaz Khan: All these factors have been considered by the Railway Ministry and the Planning Commission. The hon. Member must be aware that it has already been decided to manufacture diesel locomotives in the public sector. The report by the expert committee has been

submitted and that report is befor the Planning Commission.

Shri T. B. Vittal Rao: May I know what fype of locomotive is this, in view of the fact that the Deputy Minister has stated that the cost of this is only Rs. 4·25 lakhs while the diesel locomotives we are purchasing from America cost Rs. 9·75 lakhs each?

Shri Shahnawaz Khan: These are shunter locomotives of 650 H.P., whereas the other diesel locomotives for which we pay a higher price are of 2500 to 3000 H.P.

Shri T. B. Vittal Rao: Last year we purchased shunter diesel locomotives from the same firm and it cost us only Rs. 3·25 lakhs each. May I know why we have now to pay Rs. 1 lakh more?

Shri Shahnawaz Khan: I might inform the hon. Member that the firm in developing the Suri transmission has actually incurred much more expenditure than what we actually are paying them. Because they are very much interested in this invention and they would like to exploit that for further manufacture in future, the firm may have incurred to the order of Rs. 1 million to Rs. 2 million extra on the development of this invention.

Shri P. C. Borooah: The hon. Deputy Minister said that the patent of the invention has been made out in the name of the President of India. May I know whether Shri Suri who is the actual inventor will get something by way of encouragement or he will go unremunerated?

Mr. Speaker: What are we taking up in this House? Are we to go on asking about an individual? Are we interested in him?

Shri P. C. Borooah: No, Sir.

Shri Thirumala Rao: This is about an invention made by an employee of the Railways. All that we would like to know is whether he is going to have any interest in that invention or it is going to be owned by Government. We are ignorant about it.

Mr. Speaker: It has been said that it is patented in the name of the President of India.

All that I am trying to avoid is, let it not appear that we are taking up the case of any particular individual and trying to get him something out of the Consolidated Fund of India. It is our duty here to see that as little is spent from the Consolidated Fund as possible consistent with efficiency. I am gathering the impression that the hon. Member Shri P. C. Borooah who tabled the question has been from the very beginning asking as to what is the amount to be paid to Shri Suri. I allowed one or two supplementaries. He asked about the question of patent also and it was said that it has been patented in the name of the President. If all that is intended to ask the Government why they should not pay something to him directly or indirectly, I cannot allow that. I do not want any hon. Member or hon. Members of this House to be pestered by all the 400 millions, or at least some of them as are traders and industrialists, to come here and put questions asking the Government why they should not pay so much. It may look to be in the public interest, while it may serve more the private interest. I do not want that to happen. That is my desire.

Shri Thirumala Rao: May I make a submission in this connection. The Government was good enough to give the name of the inventor himself to his invention. It is not the intention of any hon. Member here—at least as far as I am concerned—to advance private interests or individual interests. This is an invention that has acquired world-wide reputation. As such the man who has invented it must get some encouragement. That is the point. Does he get encouragement on a par with other private inventors or does he suffer from any handicap for being a government servant?

Mr. Speaker: Is he paid any royalty or any other amount by way

of compensation for the trouble he has taken?

Shri D. C. Sharma: Sir, so many questions have been put on this very topic. So many questions have been put in the name of that gentleman in the last session, this session and before that also.

Shri Narayanankutty Menon: Sir, that is an entirely wrong statement. The main question was regarding the development of the engine and the hon. Minister said that over and above the original price he had to give such and such an amount. This is a subsidiary point and a very important point. An employee of the Railways has made this invention. The question is, what incentive has been given by the Railways to that particular gentleman. That also is a matter which concerns the Members of Parliament.

Shri Shahnawaz Khan: The position is, an order for seven diesel locomotives has been placed with this Suri transmission installed in them. These have yet to be proved under Indian conditions. After these have been proved and perfected, then the question of taking it up on a larger scale will be considered. That would be the appropriate time to consider whether any reward or any recognition has to be given to this officer. I must say that the mere fact that a young railway officer has invented such a fine device which has been accepted by the whole world is in itself a great reward for that young officer.

Shri Goray: Why not others work like that?

Mr. Speaker: Many have worked like that and won freedom for our country. The hon. Member forgets that.

Shri Goray: We have heard so much about efficiency promotions and all that. I do not know why a young engineer should not get something.

Mr. Speaker: Money is not the main thing; fame is of greater consideration.

Process for refining Sugarcane Juice

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*1720. **Shri Raghunath Singh:**
Shri P. C. Borooah:
Shri Shree Narayan Das:
Shri Radha Raman:

Will the Minister of **Food and Agriculture** be pleased to state

(a) whether Professor D. N. Ghosh of Patna University has perfected an electrical process for refining sugar cane juice without using sulphur; and

(b) if so, whether this process can be used on a large scale in sugar factories?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Professor D. N. Ghosh has developed an electrical process for clarification of cane juice without the use of sulphur but experiments hitherto conducted at the National Sugar Institute, Kanpur have led to some difficulties and doubts as to whether the process can be used on a large scale without further trials.

Shri Raghunath Singh: May I know whether any enquiry was made by Government experts in this respect?

Shri A. M. Thomas: Yes In fact, we have given very serious consideration to this development that has been made by Dr. D. N. Ghosh, Professor of Chemistry in the Patna University. He has developed this process for clarification of cane juice without the use of lime and sulphur. We conducted two experiments in the National Sugar Institute, Kanpur. The first experiment indicated that besides poor quality of sugar, the high cost of electricity, iron and filter cloth, made the commercial application of the process a prohibitive proposition. The subsequent experiment, conducted even in the presence of Dr. Ghosh, has indicated that it is not an economic proposition at all and there are several defects. But, all the same, experiments are being continued.

Shri Shree Narayan Das: What were the claims made by the Professor with regard to this process?

Shri A. M. Thomas: He claimed that sugar could be manufactured by the clarification effected by electrical process. Hon. Members know that at present sugar is being manufactured by what is called the sulphitation process. He has claimed that it would be possible by the use of electricity to effect clarification. Of course, clarification can be effected, it has been found out; but, as I have already said, the quality of sugar is very poor and the cost also appears to be very prohibitive.

Shri Shivananjappa: May I know the reaction of the sugar industry?

Shri A. M. Thomas: It has not reached such a stage. We are having experiments in the National Sugar Institute, Kanpur regarding this. The House would also be interested to know that the matter has also been referred to the Inventions Promotion Board of the Ministry of Commerce and Industry.

Shifting of D.V.C. Headquarters

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*1721. { **Shri Shree Narayan Das:** / **Shri Radha Raman:**

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that the West Bengal Government has refused to contribute its share of expenditure involved in shifting of the head-quarters of Damodar Valley Corporation from Calcutta to Maithon as agreed to between the participating Governments;

(b) if so, whether the Bihar Government has asked the Central Government to intervene and settle the dispute; and

(c) if so, what steps Government have taken in this regard?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The West Bengal Government have suggested that the shifting of the Headquarters of the D.V.C. from Calcutta to Maithon may be deferred having regard to the limited resources of the State Government which they consider, should be utilised for more productive schemes.

(b) Yes; Sir.

(c) The matter is under consultation with the West Bengal Government.

Shri Shree Narayan Das: May I know when the agreement was arrived at between the various governments concerned that the headquarters of the DVC should be shifted from Calcutta to Maithon? And why is the argument now being put forward that resources are not available?

Shri Hathi: The decision was arrived at long ago but, having regard to the expenditure involved, which comes to about Rs. 167·60 lakhs, the West Bengal Government have now urged this view.

Shri Shree Narayan Das: May I know how long it will take for the Government of India to decide this matter?

Shri Hathi: It is not a question for decision by the Government of India; it is between the DVC and the State Government. The Government of India is negotiating with the West Bengal Government on this matter.

Shri S. C. Samanta: May I know whether the economy on the shifting of the headquarters from Calcutta to Maithon has been calculated by the Government of India? May I know whether it is not a fact that interest on Rs. 1·67 crores will be more than the rent we are at present paying in Calcutta? Moreover, may I know whether Government will not require some rented houses at Calcutta even if they shift the headquarters from Calcutta?

Shri Hathi: Yes, these are all under consideration.

Shri Indrajit Gupta: As far as the question relating to the share of contribution towards the expenditure involved is concerned, may I know

where the question of mutual benefit comes in? How is the West Bengal Government expected to derive any benefit from the shifting of the headquarters from Calcutta to Maithon?

Shri Hathi: The West Bengal Government is not in favour of shifting the headquarters. So, the question of that Government getting any benefit does not arise. But the Bihar Government says that if the headquarters is at the place of operation, it will be conducive to efficiency.

Shri Radha Raman: What is the annual rent which is paid for the headquarters which is maintained at Calcutta and what is the total amount paid so far?

Shri Hathi: I think the annual rent and allowances are Rs. 6·5 lakhs to be paid at Calcutta. This is being paid from 1949 onwards.

Shri Radha Raman: May I know the total payment so far?

Mr. Speaker: From 1949 to 1961 it comes to 12 years; and at the rate of Rs. 6·5 lakhs per year it will come to Rs. 78 lakhs.

Shri Achar: Did they not consider all these issues before they agreed to the shifting of the headquarters to the new place in Bihar? How is it that these issues have arisen only now?

Shri Hathi: These points were considered from the beginning. Calcutta being the capital of West Bengal and also a port, it was thought better to have the headquarters there for the time being at least, as then it would be easier for the consultants and materials to reach that place. But we decided much earlier that the operational staff, the chief engineer and the technical people, should be at Maithon. So, they are all at Maithon.

Shri Warior: May I know whether it is a fact that the Estimates Committee has recommended against the shifting of the headquarters? Have Government considered that recommendation?

Shri Hathi: On the contrary, my information is that the Estimates Committee recommended that the headquarters should be transferred to the area of operation. That is my recollection. I think, Sir, perhaps you were the Chairman at that time. I am not quite sure, but that is my recollection.

Mr. Speaker: I do not want to commit myself before knowing what the recommendation was.

Shri Hathi: I also do not want to commit myself.

Enquiry into Fire in Dhilwan Railway Timber Depot

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*1723. **Shri T. B. Vittal Rao:**
Shri Kunhan:
Shri Ajit Singh Sarhadi:

Will the Minister of **Railways** be pleased to state:

(a) whether the Departmental Enquiry Committee which was appointed to investigate into the causes of fire in the Dhilwan Railway timber Depot, Northern Railway has since submitted its report;

(b) if so, what are the main findings; and

(c) whether the Railway Board has concluded the examination of the report?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No, Sir.

(b) and (c). Do not arise.

Shri T. B. Vittal Rao: There was a press report to the effect that the committee has finalised its report and submitted it to the Railway Board. In view of the fact that loss to the tune of Rs. 1.27 crores was involved, may I know why the press report was not contradicted by the Railway Board?

Shri S. V. Ramaswamy: It is not necessary to contradict every press report. The fact remains that the enquiry is over and the report is awaited by the Railway Board.

Shri T. B. Vittal Rao: May I know when the report is likely to be received?

Shri S. V. Ramaswamy: It is expected in the first week of May.

Shri Kunhan: May I know whether the timber depot was insured against fire? If not, why not?

Shri S. V. Ramaswamy: We do not insure timber. It was not insured.

Shri Tyagi: Is it not a fact that after this fire took place another big stock of timber was also put to fire somewhere else, not in the same line?

Shri S. V. Ramaswamy: I am not aware of that.

Shri Ajit Singh Sarhadi: Is it a fact that police investigation is also going on and some people have been interrogated on the spot about this fire incident? Has the Ministry got any information as to what is the result of that investigation?

Shri S. V. Ramaswamy: I have no information about that.

Shri Kunhan: Why was such a huge quantity of timber stocked in one place?

Shri S. V. Ramaswamy: It is a large area. It is stacked in different places, according to the rules, with gap in between stocks. It was done according to the rules.

Shri Warior: May I know whether any case of sabotage is suspected and, if so, whether anybody was apprehended?

Shri S. V. Ramaswamy: We have to await the report.

Shri Braj Raj Singh: Mr. Speaker, in this connection, you would remember that the House had shown too much of resentment about this fire in the timber depot. How is it that the enquiry has not so far been completed? The Minister gave an assurance that the report may be discussed in the House. We shall be adjourning the House on the 5th of May. So, may we at least have an assurance that the report shall be laid on the Table of the House before the House adjourns?

Shri S. V. Ramaswamy: I may say that the report shall be placed before the House as soon as possible.

Shri Nagi Reddy: What is meant by "as soon as possible"?

Mr. Speaker: Will it be laid on the Table before the end of the month?

Shri S. V. Ramaswamy: My information is that it will be ready in the first week of May.

Shri Tyagi: May I know whether any estimate of the loss has been arrived at?

Mr. Speaker: It was given here already.

Shri S. V. Ramaswamy: The loss is about Rs. 1·27 crores.

Mr. Speaker: It was given in answer to Shri Tyagi's question last time.

दिल्ली में तपेदिक के रोगियों के लिये चिकित्सा सुविधायें

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*१७२५. { **श्री भक्त दर्शन :**
श्री नवल प्रभाकर :

क्या **स्वास्थ्य** मंत्री ३१ अगस्त १९६० के तारांकित प्रश्न संख्या ६५४ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि दिल्ली में तपेदिक से पीड़ित व्यक्तियों के इलाज की सुविधायें बढ़ाने का जो प्रस्ताव था उसे कार्यान्वित करने की दिशा में अब तक क्या प्रगति हुई है ?

स्वास्थ्य मन्त्री (श्री करमरकर) : अब तक हुई प्रगति इस प्रकार है :—

१. सिलवर जुबली टी० बी० अस्पताल, दिल्ली में २५० शय्यायें ।

क्षय रोग के प्रगत मामलों के लिये २५० शय्याओं के वार्ड का निर्माण प्रारम्भ हो गया है ।

२. ५ क्षय क्लिनिक

(१) मोती नगर : निर्माण कार्य प्रगति पर है ।

(२) पहाड़गंज (झंडेवालान) : प्लान तथा प्राक्कलन स्वीकृत हो चुका है । भूमि के हस्तान्तरण का प्रश्न चल रहा है ।

(३) निजामुद्दीन तथा (४) रूपनगर : क्लिनिकों के लिये अपेक्षित भूमि प्राप्त की जा रही है ।

(५) पूसा रोड : पूसा रोड में भूमि प्राप्ति के मामले पर मुकदमा चल रहा है । अतः इस के बजाय दूसरी जगह ढूंढी जा रही है ।

I shall read it in English also.

The progress made so far is given below:—

1.250 beds at the Silver Jubilee T.B. Hospital, Delhi.

Construction of the 250 bedded ward for advanced cases of T.B. has started.

2.5 T.B. clinics.

(i) *Moti Nagar*: Construction work is in progress.

(ii) *Paharganj (Jhandewalan)*: The plans and estimates have been approved. The question of transfer of land is being processed.

(iii) *Nizamuddin and* (iv) *Roop Nagar*: The land required for the clinics is being acquired.

(v) *Pusa Road*: The case regarding acquisition of the land in Pusa Road is under litigation and an alternative site is being located.

I should also like to add that we have made a grant of Rs. 2 lakhs for addition of beds to the Mehrauli hospital.

श्री भक्त दर्शन : क्या माननीय मंत्री जी यह बताने का कष्ट करेंगे कि यह जितना काम दिल्ली में राजयक्ष्मा के रोगियों के सम्बन्ध में चल रहा है, वह कब तक पूरा हो जायगा व कब तक उन के लिये पूरी तरह व्यवस्था हो जायगी ?

श्री करमरकर : मैं ने अभी अर्ज किया है कि दिल्ली में पांच क्लिनिक्स की प्रगति इस प्रकार है कि मोतीनगर के क्लिनिक का काम ठीक तरह से प्रगतिशील है, पहाड़गंज के क्लिनिक के लिय भूमि के हस्तान्तरण का प्रश्न चल रहा है, निजामुद्दीन तथा रूपनगर के क्लिनिकों के लिये जब जमीन मिल जायगी, तो काम शुरू किया जायगा और पूसा रोड की जमीन के बारे में अदालत में मुकदमा चल रहा है और उस के लिये दूसरी जगह ढूंढ रहे हैं ।

श्री नवल प्रभाकर : क्या माननीय मंत्री जी बतायेंगे कि द्वितीय पंचवर्षीय योजना में दिल्ली प्रशासन की तरफ से एक सुझाव दिया गया था कि मेहरोली में एक अस्पताल इस तरह का बनाया जाये, जिस में झौंपड़ियां वगैरह हों और वहां तपेदिक के मरीजों को रखा जाय, लेकिन उस को स्थगित कर दिया गया था, उस का कारण क्या है ?

श्री करमरकर : दिल्ली ट्यूबरकलाजिज एसोसियेशन के पास जो पैसा था, क्या माननीय सदस्य उस के बारे में पूछ रहे हैं ?

श्री नवल प्रभाकर : मैं यह जानना चाहता हूं कि दिल्ली प्रशासन ने जो यह योजना रखी थी कि द्वितीय पंचवर्षीय योजना के अन्तर्गत ११०० झौंपड़ियों को बनाने का प्राविजन, प्रबन्ध, किया जाये और उन में ११०० मरीजों को रखा जाये, क्या केन्द्रीय सरकार ने उस को स्थगित कर दिया और अगर कर दिया, तो उस का कारण क्या है?

श्री करमरकर : ११०० बैड्ज वाली यह बात मेरी समझ में नहीं आती । द्वितीय पंचवर्षीय योजना में तपेदिक के रोगियों के बारे में जो काम होना चाहिये था, उस के बारे में मैं ने अभी बताया है । अगर माननीय सदस्य उस से अलग कोई सूचना चाहते हैं, तो नोटिस मिलने पर मैं दे सकता हूं ।

श्री प्रकाश वीर शास्त्री : क्या स्वास्थ्य मंत्रालय ने इस सम्बन्ध में कुछ जानकारी

लेने का प्रयत्न किया है कि दिल्ली और नई दिल्ली में इस समय तपेदिक के कितने रोगी हैं और सरकार की ओर से जो व्यवस्था होने जा रही है, उन रोगियों के हिसाब से वह कहां तक पर्याप्त हो सकेगी ?

श्री करमरकर : पर्याप्त तो नहीं हो सकेगी, लेकिन हम काफ़ी प्रयत्न कर रहे हैं । जितना हो सकेगा, उतनी हद तक हम प्रयत्न करेंगे । हमारे पास पैसा नहीं है, न बाहर से आता है । दिल्ली के अस्पतालों में जो मरीज़ आते हैं, वे खास तौर पर दिल्ली से ही नहीं आते हैं, वे पंजाब से और माननीय सदस्य की कांस्टीट्युएंसी से, सब जगहों से आते हैं । इसलिये मुश्किल हो जाती है । दिल्ली के अस्पताल में जब मरीज़ पहुंचते हैं, तो उन से यह नहीं कहा जा सकता कि आप दिल्ली से नहीं आये, बाहर जाओ । इस का इन्तज़ाम करने के लिये शायद दस बरस लगेंगे । हम सोच रहे हैं कि चूंकि हम उन को अस्पतालों में नहीं रख सकते, सिर्फ उन को ट्रीटमेंट और औषधि देने का प्रबन्ध किस प्रकार किया जाये । हम ने इस बारे में तय किया है कि दिल्ली में जहां कहीं ऐसे पेशेन्ट्स हों, जिन की तनख्वाह या कमाई सौ रुपये से कम हो, तो हम उन को फ्री एक्स-रे ट्रीटमेंट और फ्री मेडिसन्ज़ देंगे ।

श्री प्रकाश वीर शास्त्री : मेरा प्रश्न यह था कि स्वास्थ्य मंत्रालय ने क्या इस सम्बन्ध में कुछ जानकारी लेने का प्रयत्न किया है कि इस समय दिल्ली में तपेदिक के रोगियों की संख्या कितनी है और कितने लोगों के लिये सरकार व्यवस्था करने जा रही है ।

Mr. Speaker: Has he got any statistics of incidence?

Shri Karmarkar: In the tuberculosis survey we found that the incidence of tuberculosis in Delhi City was twenty per thousand, and four per thousand are of the infectious type.

एक लाख में ४०० नफ़ेक्शन टाइप के हैं । माननीय सदस्य अन्दाजा लगा सकते हैं कि २६ लाख में कितने होंगे ।

That is the estimate, but I may tell the House that the number of T.B. patients actually treated in T.B. hospitals and clinics in 1959 was 18,925.

Shri Radha Raman: In view of the fact that T.B. is increasing very fast in Delhi and the facilities which are now available fall too short of the requirements, may I know whether the hon. Minister is contemplating to have any scheme by which at least the preventive part of it would materialise quickly?

Shri Karmarkar: The hon. Minister had evolved a scheme. We are trying to do our best. I had, therefore, appealed to non-official organisations and representatives to do their best and to form mohalla committees. For our part we shall do our best, but Government cannot do its best unless public cooperation is forthcoming. Nowadays, the habit is, if you find a T.B. patient, pass him on to the Health Minister or the Delhi Administration. I appeal to the hon. Member from Delhi to form mohalla committees and we shall struggle our best to help them with free medicines.

Shri C. K. Nair: May I know whether there is any scheme for the extension of the T.B. Hospital at Mehrauli?

Shri Karmarkar: As I said before, we have only a month back made a grant of Rs. 2 lakhs to increase the number of beds by 50—100.

श्री भक्त दर्शन : मैं यह जानना चाहता हूं कि जो स्कीम्ज़ आज-कल मंजूर की गई हैं, उन पर कुल कितना खर्च हो रहा है और क्या केन्द्रीय सरकार वह पूरा खर्च वहन कर रही है ?

श्री करमरकर : केन्द्रीय सरकार ही खर्च कर रही है, क्योंकि दिल्ली एडमिनिस्ट्रेशन में यहां से ही भेजा जाता है । कुल कितना खर्च होता है, इस के लिये नोटिस चाहिये ।

Shri Basappa *rose—*

Mr. Speaker: What has Mysore to do with Delhi T.B.?

Shri Basappa: I want to know whether apart from hospital treatment there is any domiciliary treatment?

श्री नवल प्रभाकर : क्या यह सत्य है कि सिलवर जुबिली हास्पिटल में बहुत से बैड्ज़ खाली होते हुए भी मरीज़ों को वहां स्थान नहीं दिया जाता है और क्या माननीय मंत्री जी ने कभी स्पष्ट कर के वहां जाने की कृपा की है ?

श्री करमरकर : यह ताज्जुब की बात है । मैं स बारे में और भी दर्याफ्त करूंगा अगर यह सत्य है कि बड्ज़ केंट होने पर भी पेशेन्ट्स को नहीं दिये जाते, तो यह चीज़ ठीक नहीं है । लेकिन यह सम्भव भी नहीं है ।

Shri Basappa: May I know whether the hon. Minister is aware that in Mysore intensive research in domiciliary treatment of T.B. is going on and whether it is proposed to try such domiciliary treatment in Delhi?

Shri Karmarkar: Yes. As the House might be aware, there is a National Tuberculosis Training Institute and on its behalf some work is being done in this matter. How far this work is to be spread it is for the State Governments to decide and we shall be happy to render as much aid as we can.

Mr. Speaker: Where is the State Government in Delhi?

Shri Karmarkar: I am not speaking with regard to Delhi. Bangalore is in Mysore State.

Mr. Speaker: He quoted Bangalore not with a view to help Bangalore. He said that in Bangalore they have undertaken domiciliary treatment and asked why it should not be tried here.

Shri Karmarkar: I thought it to be just the other way. Because I said that here in Delhi we are trying free medicine, he wanted it to be tried there also.

Shri Basappa: There are some international organisations carrying on research work in respect of domiciliary treatment there. May I know whether such domiciliary treatment will not be helpful in Delhi also?

Mr. Speaker: The hon. Member's question is so involved that the hon. Minister thinks that the head is the tail and the tail is the head.

Shri Karmarkar: As you said, it is difficult to understand also. What they are doing in Bangalore is with the help of international organisations to have a National Tuberculosis Training Institute, not so much of a research institute. For domiciliary treatment no research is required; you have to find a patient and give him treatment where he is.

Departmental Catering on N. Railway

*1726. **Shri Ajit Singh Sarhadi:** Will the Minister of **Railways** be pleased to state:

(a) whether there is any proposal under consideration to extend Departmental Catering on the Northern Railway; and

(b) if so, what Stations are being selected for the purpose in 1961-62?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). The policy is to extend departmental catering to all important stations, as the need arises. No specific programme for extension of departmental catering to other stations on the Northern Railway during 1961-62 has been drawn up.

Shri Ajit Singh Sarhadi: What percentage of the catering on the Northern Railway is being done departmentally at present?

Shri Shahnawaz Khan: On the Northern Railway we have only nine stations which have departmental catering. This is a very small percentage of the stations where there are cate ing arrangements.

Shri Ajit Singh Sarhadi: What does the programme envisage? How long will it take to have departmental catering in all stations—two years or five years?

Shri Shahnawaz Khan: The whole intention of departmental catering was to set a standard for the other contractors to follow. And we have no intention of going in for wholesale departmental catering.

Removal of Fish-plates near Dehra Dun

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*1727. { **Shri P. C. Borooah:** **Shri Achar:**

Will the Minister of **Railways** be pleased to state:

(a) whether the fish-plates on the railway line near the Railway Station about 23 miles from Dehra Dun were found missing on or about the 8th April, 1961;

(b) if so, whether sabotage is suspected in this affair;

(c) whether investigations have been made in the matter; and

(d) if so, with what result?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir. The incident was detected on the morning of 6-4-1961 when fish plates, bolts and nuts were found removed from 4 joints of the railway line at a distance of about 36.8 Km from Dehra Dun.

(b) to (d). The matter is still under police investigation and unless their report is received firm conclusions cannot be arrived at.

Shri Basappa: Is it not a fact that in the recent accident at Siliguri also the fish plates had been removed? I feel, Sir, that the removal of fish plates in this accident is similar to what happened in Siliguri very recently. Since these things are happening, may I know whether steps are taken to see that these fish plates are kept intact and some guards are kept to watch them?

Mr. Speaker: Is the same thing suspected there also?

Shri S. V. Ramaswamy: This has nothing to do with the Siliguri accident which is under investigation by the Government Inspector of Railways. As regards guarding of the railway track, the gang-men are there and they are expected to do their duty.

Shri D. C. Sharma: In view of the fact that there is suspicion of sabotage in this matter, will not Government do something to have the report expedited so that there may be a warning for other persons also? Why is it being delayed so long?

Shri S. V. Ramaswamy: So far as this is concerned, the matter is under police investigation. We cannot force them to be quick.

Shri Bhakt Darshan: The hon. the Deputy Minister said just now that no firm conclusions have been arrived at. May I know whether any tentative conclusions have been arrived at?

Mr. Speaker: It is under investigation.

Shri S. V. Ramaswamy: There is nothing either firm or loose.

Production of Rice

*1728. **Shri Braj Raj Singh:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that rice production this year has registered an all time high record of 33.7 million tons;

(b) if so, whether Government propose to reconsider their policy with regard to relaxation of movement of rice in the country;

(c) whether zonal system of rice will be modified immediately;

(d) if so, what will be the changes; and

(e) what has been the effect of this record production of rice on prices of rice in the country?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Yes, Sir.

(b) to (d). The Government have already been pursuing the policy of widening the scope of the existing rice zones by linking the contiguous deficit and surplus States. The formation of the Orissa-West Bengal Rice Zone and the introduction of the modified zonal arrangements for Madhya Pradesh have been in pursuance of the same policy. It is, however, not proposed to make any further far-reaching modifications in the existing rice zones at this stage.

(e) The prices of rice are lower than last year in most of the States.

Shri Braj Raj Singh: May I know the extent by which the prices are lower this year as compared to last year?

Shri A. M. Thomas: This year the index number of wholesale price of rice is 101.1 as compared to 107.8 during the corresponding period of last year.

Shri Braj Raj Singh: In view of the continuously easing situation with regard to the production of food and the availability of food in the country, may I know whether the hon. Minister has now come to a definite conclusion about the appointment of a price fixation board with regard to agricultural commodities?

Shri A. M. Thomas: I am surprised at the question. All these points were raised during the discussion on the Demands of the Ministry and the hon. Minister also replied to them. This point has been raised on a number of occasions. I do not think that during Question Hour this could again be raised.

Shri V. Eacharan: May I know if the retail price of rice in Kerala is higher than what it is expected to be outside Kerala?

Shri A. M. Thomas: That is so, that the prices during this period in Kerala are higher than they were last year. It is mainly due to the movement difficulty. But the situation is improving.

Shri Indrajit Gupta: May I know to what extent this bumper crop of rice was due to favourable climatic conditions, rainfall and so on, and to what extent it was due to better methods of cultivation; and therefore, what are the prospects for the future crops, next year and so on?

Shri A. M. Thomas: It is very difficult to apportion to what extent it has been due to favourable weather conditions and to what extent it is due to improved practices. But all the same, as I have said, this has been the cumulative effect of favourable weather conditions as well as improved agricultural practices.

Shri Indrajit Gupta: What will be the prospects for next year? It may not be so next year.

Mr. Speaker: Shri Shivananjappa.

Shri Shivananjappa: What are the prospects of rice production in the deficit States of the South?

Shri A. M. Thomas: The production has not gone down, but it is not going up to the extent that progress was being maintained there in the last few years.

Road Transport Corporations in States

*1729. **Shri Ajit Singh Sarhadi:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether State Governments have given their reactions about the proposal to have a Road Transport Corporation in each State;

(b) if so, the views of each State; and

(c) which States have implemented the proposal?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). **A statement giving the information required is laid on the Table of the House.**

STATEMENT

(a), (b) and (c). Road Transport Corporations have already been set up in Andhra Pradesh, Bihar, Gujarat, Maharashtra, Punjab (Pepsu area) and West Bengal. The Governments of Madhya Pradesh, Mysore and Orissa and Tripura Administration propose to set up such Corporations during the Third Plan period. The Governments of Kerala and Rajasthan, who were hitherto not inclined to form such Corporations, have also agreed to consider this question afresh. The Andaman and Nicobar Islands, Himachal Pradesh and Manipur, have not been required to set up Road Transport Corporations, in view of the special conditions prevailing in these Union Territories. The Governments of Assam, Madras, Punjab and U.P. are not willing to set up Road Transport Corporations. Efforts are being made to persuade these States to fall in line with the policy of the Central Government in this behalf.

Shri Ajit Singh Sarhadi: It is mentioned in the statement that "'efforts are being made to persuade these States"—that is the States which have not got Corporations—"to fall in line with the policy of the Central Government in this behalf". May I know whether the Government propose to await the recommendations of the Neogy Committee and come to a conclusion about the shape of the Transport Corporations in the light of the recommendations of the Neogy Committee?

Shri Raj Bahadur: The Neogy Committee has in fact already commented upon this subject and expressed the opinion that the State transport undertakings should be run on the basis of Corporations. That has also been considered by the Planning Commission. I think so far as the views of the Neogy Committee on this question are concerned, they are known. The views of the Planning Commission on this are also known. And we want that for the sake of rail-road co-ordination it is imperative that these Corporations come into being.

Shri Ram Krishan Gupta: From the statement I find that the Governments of Assam, Madras, Punjab and U.P. are not willing to set up Road Transport Corporations. May I know whether these State Governments, especially the Punjab Government, have given any reasons for not accepting this proposal?

Shri Raj Bahadur: Generally they have expressed their unwillingness to fall in line with this particular policy, because they say that their present arrangements are convenient. Apart from that, the question is that as soon as they convert their undertakings into Corporations they have to pay Income-tax to the Central Government, and that is also one of the considerations.

Shri D. C. Sharma: Has the Government got any model State Transport Corporation or is each Government asked to make its own model?

Shri Raj Bahadur: There is a Road Transport Corporations Act, and the organisation of the Corporations is largely modelled on the basis of the provisions contained in that.

Shri M. R. Krishna: May I know whether any request has been made by the Government of Andhra Pradesh for expanding their road transport system in the Andhra area? Since all the roads in Telengana have been nationalised, may I know whether, with a view to nationalise all the roads in Andhra, any assistance has been sought by them?

Shri Raj Bahadur: Such requests are received from time to time. I remember that some time ago, about one or two years ago, we received a request about the Krishna District Transport. But these are done progressively.

Shri T. B. Vittal Rao: The hon. Minister stated that for better rail-road co-ordination the Corporation should be formed. May I know

whether this rail-road co-ordination cannot be had when it is run departmentally; also, whether it is not a fact that the Central Government brings pressure on the State Government by not giving any financial assistance if they do not form a Corporation?

Mr. Speaker: It is a suggestion for action. Hon. Members may have their own views. We cannot discuss them in the Question Hour. The hon. Member suggests: why should not the whole thing be nationalised and directly managed, instead of being handed over to a Corporation? Has not an Act been passed in this respect?

Shri Raj Bahadur: Yes, Sir, an Act has been passed. But I would like to clarify only one point that the hon. Member raised. He asked: why can it not be done if the undertaking is run departmentally? The answer to that is that under the scheme envisaged, the Railways participate in the capital investment from about 20 to 25 per cent, and that is one of the reasons why they become interested in it.

Special Trains between Delhi and Madras

*1730. **Shri P. C. Borooah:** Will the Minister of Railways be pleased to state:

(a) whether special trains are to be run between Delhi and Madras between April and June, 1961;

(b) if so, how many;

(c) whether traffic on this line is expected to rise during the period; and

(d) if so, to what extent?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Sir; during April to July, 1961.

(b) 22 special trains are tentatively proposed to be run subject to sufficient traffic offering 11 from New Delhi to Madras during April to June and 11 from Madras to New Delhi during June and July, 1961. Special trains which will actually be run will be given requisite publicity in advance.

(c) and (d). Arrangements for the running of special trains are being made on the basis of upper class traffic which offered last year during the period April to June from New Delhi to Madras and during June and July from Madras to New Delhi. Last year, during this period as against requisitions for 4354 first class berths, only 2651 first class berths could be provided from New Delhi to Madras. In the reverse direction, as against requisitions for 6156 first class berths, only 4288 first class berths could be provided from Madras to New Delhi.

Shri P. C. Borooah: May I know whether the pressure of traffic has been considered as the highest in this section of the railway so as to necessitate the introduction of these special trains?

Shri Shahnawaz Khan: Yes. Last year, we ran special trains, and this year, we propose to run 22 special trains from Delhi to Madras and Madras to Delhi.

Shri P. C. Borooah: May I know whether similar special trains will be run in other parts of the country in the same circumstances?

Shri Shahnawaz Khan: It is also intended to run holiday specials from Bombay to Cochin Harbour.

Shri C. R. Pattabhi Raman: In view of the fact that so many students are going in these special trains, may I know whether any special facilities are being extended to these students?

Shri Shahnawaz Khan: Yes, all possible facilities are being given; and only recently, I was at Bombay; special trains are being run from Bombay to South India.

Shri Achar: In view of the fact that last year there was a lot of

complaint about catering arrangements for these special trains, may I know whether the Department is doing anything in this matter?

Shri Shahnawaz Khan: Yes, we are taking lessons from last year, and we are making special arrangements for catering and also for punctual running of the trains and other passenger facilities which will be available on these special trains.

Shri Subbiah Ambalam: In view of the fact that there is always an increase in traffic, and a great rush in the trains running to the south, and especially since there is only one train that is run from Delhi to the south, which meets the requirements of all the Southern States, may I know whether Government will take suitable action to introduce any express or mail train in that line?

Shri Shahnawaz Khan: That is a separate question which will be considered at a later stage; but, to clear this special rush we run special trains and also augment the loads of the existing trains.

Shri C. R. Pattabhi Raman: The hon. Minister ought to be aware that queues wait for about five to six hours every day during this season. May I know whether steps will be taken to regularise the running of these trains, or at least to run more trains?

Shri Shahnawaz Khan: As I said, we are doing our best.

Shri Tyagi: Was an effort made to calculate the profit or loss incurred on these trains, and if so, on an average, were these trains running at a loss or did they make good the expenditure incurred on them?

Shri Shahnawaz Khan: On the whole, I think they paid the railways.

WRITTEN ANSWERS TO QUESTIONS

Paradip Port

***1713. Shri Pangarkar:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether any foreign private firm has expressed its desire to help India in the development of Paradip Port; and

(b) if so, the steps taken in the matter?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Two foreign firms *viz.* Dr. Ing, Giovanni Galante & Co. of Italy and the International Development Financing Corporation of Panama have offered assistance for development of Paradip.

(b) The suggestions of the former were not found to technically acceptable. Also their financial terms were not considered favourable. The second one is still under consideration.

हिमाचल प्रदेश में पंचायती सम्मेलन

***१७१७. श्री पद्म देव :** क्या **सामुदायिक विकास तथा सहकार** मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष १९६० में हिमाचल प्रदेश में कितने पंचायती सम्मेलन हुए ;

(ख) इन सम्मेलनों में सरकार ने क्या-क्या सुविधायें प्रदान कीं ; और

(ग) इन सम्मेलनों का प्रायः क्या कार्यक्रम होता है ?

सामुदायिक विकास और सहकार उपमन्त्री (श्री ब० स० मूर्ति) : (क) १९६० में ४ जिला पंचायत और ७ तहसील पंचायत सम्मेलन किये गये ।

(ख) पंचायतों को सम्मेलन संगठित करने के लिये अनुदान दिया गया ।

(ग) एजेन्डा सामान्यत: चायतों के कार्यों में आने वाली कठिनाईयों और उन के सुधारने के तरीकों से सम्बन्धित रहा ।

Silting of River Hooghly

*1718. **Shrimati Ila Palchoudhuri:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the Calcutta Port Commissioners have recently approached the Atomic Energy Commission to lend the services of its experts to assist research work with isotopes in connection with the silting and formation of sand bars in the river Hooghly;

(b) whether the requecst of the Calcutta Port Commissioners has been acceded to;

(c) if so, the number of experts who will go to Calcutta; and

(d) when the research work is likely to be begun?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). Arrangements have been made with the Atomic Energy Commission to obtain the services of one or two of their Experts to assist in carrying out research work with isotopes to study the problem of siltation on the Hooghly. A pilot experiment for the purpose has been arranged in the first instance.

(d) The pilot experiment is scheduled to begin on the 26th April 1961 and end on the 5th May 1961.

Shipping Freight for Foodgrains

*1722. **Shri Muhammed Elias:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) what is the difference in freight charges between Indian and the U.S.A. ships for carrying foodgrains under P.L. 480 agreement from the U.S.A. to India; and

(b) if there is any difference, what is the reason for this?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Freight rates for U.S. flag ships are generally much higher than those for non-U.S. flag ships. The Indian ships are paid freights at the prevailing rates for non-U.S. flag ships, At present the freights for U.S. flag ships are about 2½ times those for non-U.S. flag ships, but so far as the P.L. 480 grains shipped to India in U.S. flag ships are concerned, the difference between the two rates is met by the U.S. Government from their own funds.

(b) The Government of India are not in a position to specify the reasons for this. However, as already stated this difference is not borne by us.

R.M.S. Zones

*1724. **Shri Ram Garib:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that separate R.M.S. Zones have been created all over India;

(b) if so, what is the position of such Foreign Post Offices which are at present the units of R.M.S.;

(c) whether it is a fact that some Foreign Post Offices are independent units while others are Postal or R.M.S. units;

(d) if so, the reason therefor; and

(e) whether there is any proposal to bring all the Foreign Post Offices under a separate Zone?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Three R.M.S. Zones with headquarters at Madras, Bombay and Lucknow have been set up. The Eastern Zone comprising Bihar, West Bengal, Orissa and Assam Circles is not covered by this scheme.

(b) Foreign Post Offices do not come within the purview of the scheme.

(c) and (d). The Bombay Foreign Post Office is an independent unit for the purpose of promotion from time scale clerks to L.S.G. The one at Delhi is considered as one of the R.M.S Units of the Delhi Circle. It does not perform money order work. The other Foreign Post Offices perform money order work in addition to mail work and are considered as postal units. Bombay Foreign Post Office is the largest and most important office of this category. Hence it is treated as a separate unit.

(e) No.

Road Accidents in Delhi

3783. **Shri D. C. Sharma:**
Shri Pangarkar:
Shri Ram Krishan Gupta:
Shri P. C. Borooah:
Sardar Iqbal Singh:
Shri Rameshwar Tantia:

Will the Minister of **Transport and Communications** be pleased to state:

(a) total number of road accidents in Delhi during 1960-61, month-wise;

(b) number of accidents in which D.T.U. buses were involved;

(c) number of persons who were incapacitated or who lost their lives as a result of these accidents;

(d) number of cyclists amongst those who died in these accidents;

(e) details of the punishments awarded to motor drivers responsible for these accidents;

(f) whether the number of accidents indicates an upward trend; and

(g) if so, what are the factors mainly responsible for the increase?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):

(a)

April, 1960 .	394
May, 1960 .	391
June, 1960 .	348
July, 1960 .	352
August, 1960	378
September 1960	377
October 1960 .	435
November 1960 .	440
December, 1960 .	443
January, 1961 .	461
February, 1961 .	404
March, 1961 .	420
TOTAL .	4,843

(b) 1137.

(c) 1623 persons were incapacitated temporarily, 139 incapacitated permanently and 159 were killed in the accidents.

(d) 38.

(e) 97 persons were convicted under Sections 279/337/338 of the Indian Penal Code, 22 under Section 304A of the I.P.C. and 131 under Section 113 of the Motor Vehicles Act, 1939.

(f) Yes.

(g) The factors mainly responsible for the increase in the road accidents are as follows:

(i) Increase in the number of motor vehicles and volume of vehicular traffic;

(ii) Rash and negligent driving by drivers.

(iii) Over-speeding by drivers.

(iv) Violation of the traffic laws by motorists.

(v) Mixed nature of traffic, i.e. cycles, tongas, bullock-carts, hand-carts etc.

Telephone Connection in Chandigarh

3784. Shri Ram Krishan Gupta: Will the Minister of **Transport and Communications** be pleased to state:

(a) the total number of applications pending in Chandigarh for telephone connections at present; and

(b) the steps being taken to provide telephone connections?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) 521 on 28-2-1961.

(b) The existing exchange with a capacity of 1200 lines is to be expanded by additional 800 lines and further, a second exchange is also proposed to be installed in Secretariat building. Both the cases are dependent on the availability of accommodation, which is being taken up on high priority.

Corruption Cases in Bikaner Division, Northern Railway

3785. Shri Ram Krishan Gupta: Will the Minister of **Railways** be pleased to state the number and nature of cases of corruption committed by Railway employees during the year 1960-61 in the Bikaner division of the Northern Railway?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (1) No. of cases 29.

(2) Nature of cases:—

(a) Accumulation of wealth disproportionate to known sources of income,

(b) Acceptance of illegal gratification,

(c) Cheating,

(d) Misappropriation of Government money,

(e) Falsification of records,

(f) Misuse of passes and P.T.Os, and

(g) Misuse of Railway materials and labour.

"Diamond Crossing" near Delhi Junction

3786. Shri Ram Krishan Gupta: Will the Minister of Railways be pleased to state:

(a) whether the attention of Government has been drawn to the traffic difficulties caused by the existence of level crossing known as 'Diamond Crossing' near the Delhi main station; and

(b) if so, whether Government have any proposal to remove these difficulties?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). The Hon'ble Member is presumably referring to traffic difficulties caused by the crossing of the broad gauge track by the metre gauge line near Delhi Main station. Attention of the Railway has been drawn to these difficulties, and in order to remove them, a proposal to provide a new Metre Gauge station at New Delhi to handle the metre gauge passenger trains is under consideration of the Government.

Agricultural Development in Maharashtra

3787. Shri Pangarkar: Will the Minister of **Food and Agriculture** be pleased to state the total amount given by the Centre to the Maharashtra State for agricultural development during the year 1960-61 so far?

The Minister of Agriculture (Dr. P. S. Deshmukh): A statement showing the amounts of Central assistance given to the Maharashtra State for agricultural development during the year 1960-61 is laid on the Table. [*See* Appendix VI, annexure No. 8]. The amounts sanctioned are provisional and are subject to final adjustment during the year 1961-62 on the basis of the actual expenditure incurred by the State Government for the year 1960-61 as a whole.

Rural Water Supply and Sanitation Schemes in Maharashtra

3788. Shri Pangarkar: Will the Minister of Health be pleased to state the total financial provision for implementing the scheme of National Rural Water Supply and Sanitation in Maharashtra during the Second Five Year Plan period?

The Minister of Health (Shri Karmarkar): Rs. 190.24 lakhs.

Drainage Scheme for Kolhapur

3789. **Shri Pangarkar**: Will the Minister of **Health** be pleased to state:

(a) whether the Maharashtra Government have submitted any plan and estimate for the construction of the drainage scheme for Kolhapur in Maharashtra State;

(b) if so, whether Government have sanctioned any amount for this purpose; and

(c) if so, the amount thereof?

The Minister of Health (Shri Karmarkar): (a) No.

(b) and (c). Do not arise.

P. & T. Offices in Punjab

3790. **Shri Hem Raj**: Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of post offices, sub-offices, telegraph offices and public call offices opened during the Second Five Year Plan in Punjab, district-wise; and

(b) the number of such offices proposed to be opened during the Third Five Year Plan in Punjab?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) A statement is laid on the Table of the Sabha [*See* Appendix VI annexure 9].

(b) Post Offices	972
Telegraph offices	26
Public Call Offices	27

P. & T. Offices in Punjab

3791. **Shri Hem Raj**: Will the Minister of **Transport and Communications** be pleased to state the number of Branch Post Offices and ex-Departmental Post Offices which have been upgraded as Departmental Sub-offices during the Second Five Year Plan in Punjab, District-wise?

The Minister of Transport and Communications (Dr. P. Subbarayan): A statement is laid on the Table of the Sabha. [*See* Appendix VI, annexure No. 10].

Primary Health Centres in Punjab

3792. **Shri Hem Raj**: Will the Minister of **Health** be pleased to state:

(a) the number of Primary Health Centres proposed to be opened during the year 1961-62 in Punjab; and

(b) the number of such centres to be opened in the Punjab State Hill Areas?

The Minister of Health (Shri Karmarkar): (a) 28.

(b) 1.

Primary Health Centres in Himachal Pradesh

3793. **Shri Hem Raj**: Will the Minister of **Health** be pleased to state the number of Primary Health Centres to be opened in Himachal Pradesh during 1961-62?

The Minister of Health (Shr Karmarkar): Nil.

Vice-President of I.C.A.R.

3794. **Shri V. P. Nayar**: Will the Minister of **Food and Agriculture** be pleased to state:

(a) what is the criterion adopted in apointing the Vice President (Vice-Chairman) of the ICAR; and

(b) whether it is the view of the Government of India that the post should be filled up only by civilian (ICS or I.A.S.) even though he has had no background in any of the subjects dealt with in the researches?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) The Vice-President of Indian Council of Agricultural Research is the Principal Administrative Officer of the Council. Persons with distinguished administrative experience or those who may have specialised in some branch of Agriculture are considered for this post.

(b) The functions of the Vice-Predent of the Indian Council of Agricultural Research are mainly administrative. On the technical side, he is assisted by the Agricultural Commissioner and the Animal Husbandry Commissioner in the Council, who are the top-most experts in their line in the country. It is, therefore, not necessary that the incumbent of the post of Vice-President must have the experience of actual agricultural and animal husbandry research work.

Family Planning among Fishermen

3795. Shri V. P. Nayar: Will the Minister of **Health** be pleased to state:

(a) what, if any, are the special efforts made by Government of India to popularise birth control and family planning among the fishermen of India; and

(b) whether Government of India have any information about the infant mortality among fishermen and if so, what are its details?

The Minister of Health (Shri Karmarkar): (a) The family planning programme is being popularised in all sections of society, and not specially among fishermen only.

(b) No, Sir.

Stenographers in P. & T.

3796. Shri Kumbhar: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether stenographers attached to Directors of P. & T, who are heads of minor P. & T. Circles, have been given higher grade as per recommendations of the Pay Commission (para 41); and

(b) if not, the reasons therefor?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) The Pay Commission has not made any such specific recommendation.

(b) Does not arise.

Fertiliser Projects

3797. Shri Rajeshwar Patel: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether industrial licences have been granted recently to 3 big fertiliser projects in the private sector;

(b) how would the products be marketed;

(c) whether the present Fertiliser Pool would continue;

(d) if so, what is the basis on which the price payable to the private sector would be determined;

(e) the basis on which the Pool will charge prices from farmers; and

(f) whether Fertilizer Pool would consider possibilities of exporting certain types of fertilisers found surplus in the country?

The Minister of Agriculture, (Dr. P. S. Deshmukh): (a) Yes, Licences under the Industries (Development and Regulation) Act, 1951 have been granted to three private parties for the establihsment of nitrogenous fertiliser factories at Vishakapatnam (Andhra Pradesh), Hanumangarh (Rajasthan) and at a suitable place in Madhya Pradesh respectively.

(b) So long as the Central Fertiliser Pool continues to operate the Pool would take over those fertilisers which are handled by it and market through the usual agencies. The remaining fertilisers will be marketed by the Factories themselves.

(c) Yes, so long as the total availability falls short of the demand.

(d) The fertilizers produced in private factories will be purchased at a price which is paid for similar types of product to similarly situated public sector factories.

(e) In addition to the Pool price charged from the States, by the Central Government, the States will add a margin to cover distribution charges.

(f) There is no surplus at present and the question does not arise.

Dietary Atlas in India

3798. Shri D. C. Sharma: Will the Minister of **Health** be pleased to refer to the reply given to Unstarred Question No. 2294 on the 22nd December, 1960 and state:

(a) the progress made so far in consideration of the proposal for preparation of a dietary Atlas of India; and

(b) when it is likely to be ready?

The Minister of Health (Shri Karmarkar): (a) The Special Committee appointed by the Indian Council of Medical Research to work out a methodology for the collection of required information is expected to meet shortly.

(b) The Atlas is expected to be ready in the course of the Third Plan Period.

Mental Hospital in Orissa

3799. Shri Kumbhar: Will the Minister of **Health** be pleased to state:

(a) whether any financial and technical help has been given so far by the Centre to Orissa State for establishing Mental Hospital in the State;

(b) whether Orissa State have started or propose to start such project with the help of the Centre or with her own efforts; and

(c) if so, the details thereof?

The Minister of Health (Shri Karmarkar): (a) No.

(b) and (c). The Government of Orissa sanctioned a grant-in-aid of Rupees seven lakhs during 1960-61 to the State Red Cross Society for the establishment of a Mental Hospital in Orissa. The Red Cross Society will establish and run the Hospital. The State Government will bear the entire recurring expenditure and ninety percent of the non-recurring expenditure. The Hopital will be opened in the Sriram Chandra Bhanj Medical College Compound provisionally pending construction of a new building on a site to be selected.

मौलाना आजाद मेडिकल कालेज, दिल्ली

३८००. { **श्री भक्त दर्शन :**
श्री नवल प्रभाकर :

क्या **स्वास्थ्य** मंत्री २६ अगस्त, १९६० के अतारांकित प्रश्न संख्या १५५६ के उत्तर के सम्बध में यह बताने की कृपा करेंगे कि दिल्ली स्थित मौलाना आजाद मेडिकल कालेज के भवन-निर्माण कार्य में अब तक क्या प्रगति हुई है और उसके विभिन्न खंडों का निर्माण कार्य कब तक पूरा हो जाने की आशा की जाती है ?

स्वास्थ्य मन्त्री (श्री करमरकर) : मौलाना आजाद मेडिकल कालेज, दिल्ली के विकृति-विज्ञान, भैषज्य-विज्ञान और निरोधी तथा सामाजिक चिकित्सा विभागों के लिये भवन तैयार हो चुके हैं।

शेष भवनों के निर्माण की प्रगति इस प्रकार है :—

	प्रारम्भ करने की अनुमानित तिथि	पूर्ण होने की अनुमानित तिथि
१. छात्राओं के लिये छात्रावास . .	मार्च १९६१	दिसम्बर, १९६२
२. छात्रों के लिये छात्रावास . . .	जुलाई १९६१	अप्रैल १९६३
३. प्रशासकीय खण्ड जिसमें शरीर-विज्ञान विभाग एवं पुस्तकालय आदि सम्मिलित हैं . . .	जनवरी १९६२	जुलाई १९६३
४. रंग मण्डल	जनवरी १९६२	जुलाई १९६३
५. कर्मचारियों के क्वार्टर . . .	जून १९६२	दिसम्बर १९६३

Draft Amendment to D.V.C. Act

3801. { **Shri Muhammed Elias:**
Shri Ram Krishan Gupta:

Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Unstarred Question No. 1988 on the 19th December, 1960 and state;

(a) whether Government have since considered the draft amendments to the Damodar Valley Corporation Act; and

(b) if so, the result thereof?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The draft amendments are still under consideration in consultation with the participating Governments.

(b) Does not arise.

Greater Calcutta's Water Supply and Drainage

3802. **Shri Ram Krishan Gupta:** Will the Minister of **Health** be pleased to refer to the reply given to Unstarred Question No. 1986 on the 19th December, 1960 and state:

(a) whether financial implications for Greater Calcutta's water supply and drainage scheme have been worked out; and

(b) if so, the details thereof?

The Miniter of Health (Shri Karmarkar): (a) Not yet.

(b) Does not arise.

Truck Terminal, Delhi

3803. **Shri Ram Krishan Gupta:** Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Unstarred Question No. 1984 on the 19th December, 1960 and state:

(a) whether the scheme to establish a modern bus and truck terminal in Delhi has since been considered and finalised; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). The matter is still under consideration. It is expected to take some more time to come to a decision.

हिमाचल प्रदेश में फलों के लिये पेटियां बनाने की लकड़ी

३८०४. **श्री पद्म देव** : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हिमाचल में फलोत्पादन में कोई वृद्धि हुई है ;

(ख) क्या इस उद्योग की वृद्धि के साथ साथ पैकिंग के लिये लकड़ी की आवश्यकता बढ़ी है ; और

(ग) यदि ऊपर के भाग (क) और (ख) के उत्तर स्वीकारात्मक हैं, तो पेटियां आदि सुलभ बनाने के लिये सरकार क्या कार्यवाही कर रही है ?

कृषि मन्त्री (डा० पं० शा० देशमुख) : (क) जी हां ।

(ख) जी हां ।

(ग) फल उत्पादित क्षेत्रों के बहुत ही नजदीक पैकिंग लकड़ी का मौजूदा संभरण, उसकी मांग से कहीं अधिक है और वनारोपण का कार्य वृक्षों के गिराने के कार्य के साथ साथ हो रहा है । जब तक स्थानीय मांग को पूरा नहीं किया जाता है, उस समय तक व्यापारिक या खुली नीलामी द्वारा बिक्री नहीं की जाती है और इस बात का ख्याल रखा जाता है कि कोटागढ़ जो फल उत्पादन का मुख्य केन्द्र है, में स्थित पट्टी-धारा उद्योग की मांग प्राथम्य आधार पर चालू बाजार भावों के मुताबिक पूर्ण कर दिया जाये ।

हिमाचल प्रदेश में पीचशाखायें

३८०५. **श्री पद्म देव** : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) हिमाचल के वन विभाग के

अधीन कितनी नर्सरी (पौधशालायें) हैं और कौन-कौन से पौधे लोगों को दिये जाते हैं; और

(ख) १९६०-६१ में कितने पौधे लोगों को दिये गये ?

कृषि मन्त्री (डा० पं० शा० देशमुख) :

(क) २६० नरसरियां। देवदार (Deodar), अखरोट (Walnut), शलभद्रुम (Robinia), रीठा (Soapnut), बबूल (Acacias), देवनिम्ब (Ailanthus), शीशम (Shisham), वन्जू (Oak), वनपिप्पल (Poplar), नभ्र (Willow), मुर्ग दाढ़ी (Wattles), शिरीष (Siris), आड़ (Peach), खुमानी (Apricot) के साथ ही साथ चारे वाले पौधे भी बांटे गये हैं।

(ख) १,५५,५३३ पौधे ।

हिमाचल प्रदेश में सिंचाई सम्बन्धी सर्वेक्षण

३८०६. **श्री पद्म देव** : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हिमाचल प्रदेश में, जहां नदियों का जाल बिछा हुआ है, कोई सिंचाई सम्बंधी सर्वेक्षण किया गया है ;

(ख) यदि हां, तो उसका ब्योरा क्या है ;

(ग) यदि सर्वेक्षण नहीं किया गया है, तो क्या निकट भविष्य में सर्वेक्षण करने की कोई योजना विचाराधीन है ; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

कृषि उपमन्त्री (श्री मो० वें० कृष्णप्पा) (क) से (ग) स्थानीय मांगों की प्राप्ति पर समय समय पर झरनों या नालों और नदियों से पानी के निकासों को प्रयोग करने के लिए छोटी सिंचाई योजनाओं के लिए सर्वेक्षण किये जाते हैं। छोटी सिंचाई के लिए लगभग २३५ योजनाओं का सर्वेक्षण किया गया है ।

हिमाचल प्रदेश के पहाड़ी भूभाग होने के कारण केवल छोटी सिंचाई योजनायें ही हैं जो कि पहाड़ियों के कण्टूरों के साथ साथ चलती हैं और जो बारहमासी झरनों और नालियों से ली हुई छोटी पानी की नालियां हैं । क्योंकि हिमाचल प्रदेश में नदियां अत्यन्त गहरी घाटियों में बहती हैं, नदियों से सिंचाई करना आर्थिक दृष्टि से मुमकिन नहीं है, इसका कारण यह है कि इसमें बहुत ऊंचाई तक पानी को उठाना पड़ेगा ।

(घ) प्रश्न ही नहीं होता ।

Sugarcane Crop in Orissa

3807. **Shri Chintamoni Panigrahi:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the Central Government had sanctioned any scheme to improve sugarcane crop and develop factory areas in Orissa during the Second Five Year Plan period;

(b) if so, the nature of schemes sanctioned;

(c) whether the allotted money was utilised by the State Government; and

(d) if so, the amount sanctioned and utilised?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Yes, Sir.

(b) Two kinds of schemes are in operation in Orissa, namely, (i) Sugarcane Development Schemes and (ii) Sugarcane Research schemes. Sugarcane Development Schemes, are designed to achieve higher per acre

yields and sucrose content through the following measures:

(i) Distribution of improved free from disease seeds;

(ii) Proper manuring and adopting other improved cultural practices;

(iii) Protection of crop against pests and diseases;

(iv) Arranging cane competitions and offering prizes to best growers.

The purposes of the Sugarcane Research Schemes are (i) to investigate the problems of sugarcane cultivation under local conditions and (ii) to study the manufacture and storage of gur.

(c) and (d). The details of amounts sanctioned and utilised for these schemes are given below:

(Rs. in lakhs)

Year	Sugarcane Development			Sugarcane Research		
	Amount sanctioned	Amount utilised	Central Share	Amount sanctioned	Amount utilised	Central Share
1956-57	0·90	0·12	0·03	3·74	2·16	0·13
1957-58	0·75	0·22	0·04	1·11	0·85	0·17
1958-59	1·05	0·70	0·19	0·73	0·56	0·18
1959-60	0·72	0·77	0·28	0·74	0·56	0·18
1960-61	0·71	0·66 *	0·17*	0·76	0·56	0·19
	4·13	2·47	0·71	7·06	4·69	0·85

*Estimated.

Export of Iron Ore to Japan from Paradip Port

3808. Shri Pangarkar: Will the Minister of Transport and Communications be pleased to state the quantity of iron ore exported from the 1st November, 1960 to 31st January, 1961 through the port of Paradip in Orissa to Japan?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): No shipment has been made during these three months.

Purchase of Railway Requirements from Small Scale Units

3809. Shri Ajit Singh Sarhadi: Will the Minister of Railways be pleased to state:

(a) whether directions have been issued to the different purchasing Departments of the Railways to prefer purchase from small scale units; and

(b) if so, the nature of the direction and total purchases from small scale units during 1960-61?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes.

(b) A summary of the directives issued to all Railway Administrations is given in the statement laid on the Table of the House. [*See* Appendix VI, annexure No. 11].

The total value of purchases from Small Scale Units during 1960-61 is Rs. 122 lakhs approximately.

'Package Programme' for Intensive Cultivation of Oil Seeds

3810. Shri Damani: Will the Minister of Food and Agriculture be pleased to state:

(a) whether a 'package plan' for intensive cultivation of oil seeds has been considered by Government; and

(b) if so, the nature of the final decision that has been taken in this regard?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). The Indian Central Oilseeds Committee at its meeting held on the 6th February, 1960, decided to constitute an *ad hoc* Committee to formulate a scheme for intensifying the programme of oilseeds production in selected areas in important oilseeds growing States. The recommendations of this Committee have not been finalised so far.

Grape-Vine Yards

3811. Shri Venkatasubbaiah: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any scheme is being contemplated by the Central Government to give financial aid to Agriculturists for growing Grape-vine yards on extensive scale; and

(b) if so, what are the schemes and the amount allotted?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). Under the Scheme for Development of Fruit Production which was taken up in the 2nd Plan and is being continued during the 3rd Plan period, long-term loans @ Rs. 300 per acre in the plains and Rs. 500 per acre in the hilly areas are given to fruit-growers for planting new orchards including grape-vine. The Government of India are, however, considering the desirability of increasing the rate of loan assistance in the case of grape-vine cultivation under the above-mentioned scheme.

2. The provision made for the grant of loans under the Scheme for Development of Fruit Production during the 2nd and 3rd Plan periods is given below:

Name of grape-growing State	Provision for grant of loans	
	During the 2nd Plan	During the 3rd Plan
	(Rs. in Lakhs)	
1. Andhra Pradesh	31·54	32·00
2. Mysore	17·10	25·30
3. Madras	6·30	25·00*
4. Himachal Pradesh	13·00	29·00
5. Maharashtra	24·90	35·00*
6. Gujarat	Included in the figure shown against Maharashtra for the period before bifurcation of Bombay State. Post-bifurcation provision is 'Nil'.	10·00

*These are amounts agreed to in the Working Group discussions. Final figures of the amounts approved by the State Governments are awaited.

Doombur Hydro-Electric Project, Tripura

3812. Shri Dasaratha Deb: Will the Minister of **Irrigation and Power** be pleased to state:

(a) the progres made in the Doombur Hydro-Electric Project at **Amarpur** in Tripura;

(b) the total amount spent so far in this connection;

(c) whether this project will be undertaken or abandoned;

(d) if the project is to be undertaken, what amount is likely to be spent; and

(e) the quantity of electricity expected to be produced?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Field surveys have been completed, and the preparation of designs and estimate is in hand.

(b) Rs. 2,35,400.

(c) to (e). The possibility of obtaining power for Tripura from Karnafuli Project in East Pakistan is being explored. The decision on the implementation of the Gumti Project (at Doombur falls) is dependent on the outcome of the negotiations with Pakistan. The anticipated cost of the project is about Rs. 250 lakhs. The power potentiality of the scheme is estimated at 9000 KW at 50 per cent. load factor.

Level Crossings

3813. Shri Amjad Ali: Will the Minister of **Railways** be pleased to state:

(a) whether any criteria have been laid down for sharing the cost of building level crossings between the State Governments concerned and the Railways; and

(b) if so, what are they?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). According to the provision of the Indian Railways Act, level crossings considered necessary at the time of construction or within 10 years from the date of the opening of a railway line, are provided at the cost of the Railway; but such facility, if required after expiry of 10 years from the date of opening of the Railway line, is provided wholly at the cost of the concerned Road Authority.

Imported Wheat in Punjab

3814. Shri Ajit Singh Sarhadi: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that Punjab State Government is making a profit out of the imported wheat given by the Central Government to that State Government; and

(b) if so, the price at which the imported wheat is given and the rate at which the Punjab Government is selling it?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Imported wheat was supplied to the Punjab Government only up to July, 1960 and the price charged was Rs. 14 per maund inclusive of the cost of gunny, f.o.r. destination stations. After July, 1960 no imported wheat was supplied.

Up to 14th May, 1960 imported wheat was issued by the Punjab Government to the roller flour mills in the State at Rs. 13.50 per maund *exclusive* of the cost of gunny. Thereafter, the price of imported wheat was pooled with that of indigenous wheat and both were issued by the Punjab Government at the following pooled prices:

Period	Price per maund exclusive of the cost of gunny
From 16th May, 1960 to 16th September, 1960.	Rs. 14·94 per maund at mill towns and Rs. 14·54 per maund at other places.

1	2
From 17th September onwards.	Rs. 15·25 per maund at mill towns and Rs. 14·85 per maund at other places.

The Punjab Government have indicated that they have been trying to work the State trading scheme on 'no profit no loss' basis. In 1959-60 the accounts showed a small profit of Rs. 2.78 lakhs. The accounts for 1960-61 have not yet been finalized, but indications are that the food scheme as a whole will broadly conform to the principle of 'no profit no loss'.

Development of Fishing in Punjab

3815. Shri Ajit Singh Sarhadi: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Punjab State Government has sought any aid for development of fishing in that State during the Third Five Year Plan;

(b) if so, the amount demanded and the allocation made; and

(c) the schemes sanctioned?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) to (c). The allocations for the various agricultural schemes of the State Governments under the Third Five Year Plan were discussed at meetings of the Working Group consisting of representatives of the Planning Commission, the Ministry of Food and Agriculture and the State Government concerned from time to time and a sum of Rs. 45 lakhs was allocated for the fisheries schemes of the Punjab. The details of the schemes included in the Third Five Year Plan are given below:—

1. Development of fish in Bhakra Reservoir.
2. Fish culture in Chandigarh Lake.
3. Survey of culturable waters and spawning grounds in the State.
4. Intensification of stocking with fish seed of impounded waters in the State.
5. Establishment of fish seed farms.
6. Establishment of a Research Station-*cum*-aquarium and museum at Chandigarh.
7. Training of fisheries personnel.
8. Additional staff for the headquarters office for fisheries work.

"Pay While You Earn" Scheme

3816. Shri Ajit Singh Sarhadi: Will the Minister of **Transport and Communications** be pleased to state:

(a) what progress has been made in the "Pay while you earn" scheme for purchasing ships during the period of its application; and

(b) which companies have availed of the concession and from what countries have the purchases been made?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Under the "Pay while you earn" scheme, 37 ships totalling 180,599 G.R.T., have so far been acquired, at a total cost of Rs. 14·86 crores.

(b) The following are the shipping companies who have availed of the concession:—

(1) M/s. Scindia Steam Navigation Co. Ltd., Bombay.
(2) M/s. India Steamship Co. Ltd., Calcutta.
(3) M/s. Great Eastern Shipping Co. Ltd., Bombay.
(4) M/s. Eastern Shipping Corporation Ltd., Bombay.
(5) M/s. Bharat Line Ltd., Bombay.
(6) M/s. Malabar Steamship Co. Ltd., Bombay.
(7) M/s. Apeejay Lines, Bombay.
(8) M/s. Gill Amin & Co. Ltd., Bombay.

(9) M/s. Akoojee Jadwet & Co.

(10) M/s. Asok Line, Ernakulam.

(11) M/s. Alagasundaram Chettiar.

(12) M/s. South East Asia Shipping Co. Ltd., Bombay.

(13) M/s. Sardar Bagayat Sahakari Shipping Mandal, Bardoli.

(14) M/s. Bombay Shipping Co. Ltd., Bombay.

The vessels have been acquired mainly from the United Kingdom, West Germany, Norway, Sweden, Holland and France.

Beas Control Board

3817. **Shri Ram Krishan Gupta:**
Shri Rameshwar Tantia:

Will the Minister of **Irrigation and Power** be pleased to state the nature of decisions taken at the first meeting of Beas Control Board held at Udaipur on the 19th March, 1961?

The Deputy Minister of Irrigation and Power (Shri Hathi): The important decisions taken are indicated below:—

(1) The rules of procedure and business of the Beas Control Board were approved.

(2) The distribution of work between the Board and its Standing Committee was approved. The major policy decisions will be taken by the Board while the Standing Committee will concern itself with the day-to-day problems.

(3) There should be a full-time Financial Adviser for the Project.

(4) The Master Plan and the location of the township for housing the labour and staff for the Beas Dam was considered. The Board requested the Irrigation & Power Minister of Punjab and the Rajasthan Minister for Beas Project to visit the proposed site with a representative of the Central Government in order to advise on the suitability of the site.

(The site was visited on 26th March, 1961 and a decision taken).

(5) In the matter of recruitment of unskilled labour first preference should be given to the persons displaced from the Talwara township and the area to be covered by the Dam. In the case of skilled and semi-skilled workmen, first preference will be given to the personnel retrenched from Bhakra and second preference to the oustees. Suitable educational, medical and other facilities will also be provided for the oustees.

Tughlakabad Marshalling Yard

3818. **Shri Ram Krishan Gupta:** Will the Minister of **Railways** be pleased to state:

(a) whether the construction work of Tughlakabad Marshalling Yard has been completed; and

(b) if not, the approximate time by which it will be completed?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No.

(b) The work is expected to be completed in a year's time.

Recruitment of Class IV Employees

3819. **Shri Eacharan:** Will the Minister of **Railways** be pleased to state:

(a) whether the recruitment for the 400 class IV vacancies out of which 100 were reserved for Scheduled Castes and Scheduled Tribes on the traffic side of the Olavakot Division, Southern Railway, has been completed;

(b) how many times the applications were invited and the number of applications received on each occasion;

(c) whether any action has been taken on these applications at any time; and

(d) if not, the reasons therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No.

(b) Two times, once for filling 100 vacancies and later for filling 300 vacancies. In all 60 posts were reserved for Scheduled-Castes and Scheduled-Tribes. 554 applications were received on the first occasion and 11,676 on the next.

(c) No.

(d) Consequent on the drive for economy, fresh recruitment has been stopped except where it becomes unavoidable. Most of the vacancies have been filled by staff rendered surplus elsewhere.

Departmental Examination for P. & T. Clerical Posts in Madras Circle

3820. Shri Elayaperumal: Will the Minister of **Transport and Communications** be pleased to state:

(a) how many postmen were allowed to sit for the departmental examination for the clerical posts in Madras Circle division-wise, in 1959 and 1960;

(b) how many Scheduled Caste candidates were allowed to appear for the above-said examination in 1959 and 1960;

(c) how many Scheduled Caste candidates were selected;

(d) how many were rejected; and

(e) what were the reasons for rejection?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) to (e). Two statements giving the required information are placed on the Table of the House. [*Placed in Library. See* No. LT-2893/61].

Development of Imphal Town

3821. Shri L. Achaw Singh: Will the the Minister of **Health** be pleased to state:

(a) whether a blue-print of the future expansion and development of the growing Imphal Town has been prepared for its planned and coordinated improvement; and

(b) if so, who has prepared such a blue-print?

The Minister of Health (Shri Karmarkar): (a) and (b). No. detailed survey of Imphal Town has yet been made. But the Central Public Works Department are of the opinion that the only possibility of future expansion is at Lamphalpet for which necessary plans have been prepared by the C.P.W.D.

T.B. Clinics at Imphal

3822. Shri L. Achaw Singh: Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that a T.B. expert has beenappointed in the T.B. Clinic and hospital at Imphal; and

(b) if so, when?

The Minister of Health (Shri Karmarkar): (a) and (b). in 1959-60, one MBBS, doctor possessing the D.T.D. qualification was appointed in the T.B. Hospital. He is now in Delhi and is preparing for the M.D. Examination. The B.C.G. Officer, who is a Licentiate in medicine and has experience of work in this speciality, is now in charge of this Hospital.

Land Revenue Arrears in Manipur

3823. Shri L. Achaw Singh: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any improvement in the collection of land revenue arrears in Manipur has been made; and

(b) the amount of arrears so far collected?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) and (b). Necessary information is being collected and will be placed on the Table of the Sabha as soon as available.

Right Bank Power House at Bhakra

3824. Shri Ajit Singh Sarhadi: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that the construction of the Right Bank Power

House at Bhakra has been delayed due to repairs and work in the Left Bank Power House; and

(b) if so, the delay envisaged?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No.

(b) Does not arise.

Warehouses in Punjab

3825. Shri Ajit Singh Sarhadi: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Central Warehousing Corporation has set up any warehouses in Punjab;

(b) if so, the location thereof; and

(c) whether any warehouses have been constructed in the State of Punjab up till now?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Yes, Sir.

(b) Moga.

(c) No.

Wheat in Punjab

3826. Shri Ajit Singh Sarhadi: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any stocks of wheat out of buffer stock being maintained are stored in Punjab; and

(b) if so, the quantity being kept there and the location of its storage?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) No, Sir.

(b) Does not arise.

Training of Primary School Teachers

3827. Shri Ram Saran: Will the Minister of **Community Development and Co-operation** be pleased to refer to the reply given to Unstarred Question No. 1354 on the 23rd August, 1960 and state the progress made so far regarding conversion of peripatetic camps for training of Primary School teachers into their regular training course?

The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy): A scheme has been worked out and is under finalisation.

Filaria

3828. Shri Ram Shankar Lal: Will the Minister of **Health** be pleased to state:

(a) the areas affected by filaria;

(b) whether any specific remedy has been found for the same;

(c) whether the charts depicting the "life cycle of filaria parasites" are being shown; and

(d) what other steps are being taken to combat this disease?

The Minister of Health (Shri Karmarkar): (a) Filariasis is prevalent in varying degrees in the States of Andhra Pradesh, Assam, Bihar, Gujarat, Kerala, Madras, Madhya Pradesh, Maharashtra, Mysore, Orissa, Uttar Pradesh, and West Bengal as well as in Andaman & Nicobar Islands and Laccadive, Minicoy & Amindivi Islands.

(b) No.

(c) The documentary life cycle of filaria parasites is being finalized by the Ministry of Information & Broadcasting and will be distributed thereafter.

(b) Anti-parasitic and anti-mosquito measures are being taken to combat this disease.

Wind Mill at Roshanpur

3829. Shrimati Maimoona Sultan: Will the Minister of **Community Development and Co-operation** be pleased to state:

(a) whether a Wind Mill at Roshanpur in the Najafgarh Development Block has been lying idle since its installation in 1954;

(b) if so, what was the reason for the same;

(c) whether the Delhi Administration is taking steps to put it into operation now; and

(d) if so, the nature thereof?

The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy): (a) to (d). The Wind Mill was installed in the year 1957-58 and is lying idle due to mechanical defects. Since it is considered beyond repair, steps are being taken to remove the Wind Mill.

Death of an Electrician in Agartala

3830. Shri Bangshi Thakur: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that when engaged in repairing electric wiring, Indrajit Deb Barma, an electric supply worker of Agartala, Tripura, died;

(b) if so, whether any enquiry has been held to probe into the matter;

(c) if so, the result thereof;

(d) if not, the reasons therefor; and

(e) whether his distressed family has been paid due compensation or not?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes.

(b) Yes.

(c) The accident took place as the deceased apparently lost balance while working on the pole, and fell down. The line was not live, as it was under construction.

(d) Does not arise.

(e) The matter is still under enquiry and whatever compensation is awarded by the Commissioner appointed under Workmen's Compensation Act, will be paid.

Break-down in Power Supply in Agartala

3831. Shri Bangshi Thakur: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that of late due to failure of electric power supply great inconvenience is being felt in Hospitals, Telegraph Office, Telephone Office etc., in Agartala, Tripura; and

(b) if so, the measures adopted so far to remedy this?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes. The failures were due to inadequate generating capacity, and some defects in the transmission line equipment.

(b) Two new generating sets of 300 KW each have been installed, and are under trial. Defects in the transmission line equipment are being rectified.

General Survey Operation in Tripura

3832. Shri Dasaratha Deb: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the total number of complaints received from the public against survey and settlement operation personnel of Tripura Administration since the present general survey operation started in Tripura;

(b) the nature of these complaints; and

(c) the steps taken to eliminate such complaints?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) to (c). The necessary information is being collected and will be placed on the Table of Sabha as soon as available.

Price of Rice in Tripura

3833. Shri Dasaratha Deb: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the highest and lowest price of rice in Tripura during the first part of 1961;

(b) whether the price is on the increase;

(c) the reasons for such high price; and

(d) the steps taken to bring down the price?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a). The highest and lowest prices of rice in Tripura during the first three months of 1961 were Rs. 30|- and Rs. 15|- per maund respectively.

(b) No, Sir, the average price in Tripura is really on the decrease.

(c) The highest prices have been largely in Amarpur sub-division where the crops were damaged by storm in October '60 and also by pests. The influx of tribal families from Chittagong into this sub-division further aggravated the position.

(d) In order in arrest the rise in prices and to afford relief to the people fair price shops have been opened and rice is being issued to the consumers through these shops at Rs. 18|- per maund.

Education of Women in Medical Sciences

3834. Shrimati Maimoona Sultan: Will the Minister of **Health** be pleased to state:

(a) whether there is any scheme under the Third Five Year Plan for encouraging education of women in medical sciences in order to solve the present shortage of medical practitioners and nurses in the country;

(b) if so, how many women doctors and nurses are expected to be trained under the scheme; and

(c) what are the figures showing the requirements and availability of these personnel in the country at present?

The Minister of Health (Shri Karmarkar): (a) There is no separate scheme for encouraging medical education for women as such during the Third Five Year Plan period. The allocations made in the Third Plan for medical education and training of nurses and other ancillary staff will be available both for men and women candidates. A larger number of women are now seeking admission to the medical colleges and in order to encourage them to join medical and nursing colleges for under-graduate and post-graduate courses, scholarships are awarded. In many of the medical colleges, seats have been reserved for women candidates. The number of seats reserved for women candidates in various colleges varies from about 20 per cent to 50 per cent. In order to encourage the training of nurses in the country, the Government of India are offering financial assistance to the State Governments and private institutions for training nurses and auxiliary nurse-midwives. The following are the schemes which have been recommended for inclusion in the Third Five Year Plan for the training of various categories of nursing personnel:—

(i) Public health integration into basic course in nursing.

(ii) Training of auxiliary nurse-midwives.

(iii) Development of a field for training in public health nursing.

(iv) Course in public health nursing in each State.

(v) Course in public health nursing supervision.

(vi) Course in ward management and teaching.

(vii) B.Sc. course for qualified nurses.

(viii) Course in paediatric nursing.

(b) and (c). Information about the number of female doctors and nurses to be trained during the Third Plan period, the number required and the number available are still under compilation in the Planning Commission. It is estimated that by the end of the Third Five Year Plan, as against the requirement of 15,000 women doctors,

there will be about 10,640 women doctors. As regards nurses, it is expected that about 20,000 nurses and 30,000 auxiliary nurse-midwives will be trained during the Third Five Year Plan. According to the tentative estimates, by the end of the Third Five Year Plan, 66,000 nurses and 60,000 auxiliary nurse-midwives will be required in the country.

Price of Rice and Paddy in Orissa

3835. **Shri Chintamoni Panigrahi:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the present price of rice and paddy per maund prevailing in the different districts of Orissa;

(b) whether it is a fact that the price of paddy has fallen to Rs. 8 per maund in comparison to Rs. 12 prevailing last year; and

(c) if so, what steps Government are now proposing to resist this fall in prices of rice and paddy to such a low level?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) The price of common rice in Orissa now ranges between about Rs. 14 to 17 per maund and of paddy Rs. 8.50 to Rs. 11|- per maund.

(b) and (c). Owing to very good rice crop in Orissa and West Bengal, the prices of rice and paddy have declined this year, but they are not unduly low. The Government of India, however, are considering the question of purchasing surplus raw rice in Orissa which will help in stabilizing the prices at suitable levels.

G.T. Express Halt at Vidisha (M.P.)

3836. **Shri Birendra Bahadur Singhji:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the halt of Grand Trunk Express at Vidisha (Madhya Pradesh) has been curtailed (Madhya Pradesh) has been curtailed with effect from the 1st April, 1961;

(b) if so, the reason thereof?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, of only No. 16 UP New Delhi-Madras Grand Trunk Express.

(b) There have been persistent demands from the public for the acceleration of the Grand Trunk Express trains and also for the arrival at and the departure from Madras Central at convenient timings to enable passengers to reach Madras in time for lunch and leave Madras after taking lunch. This was only possible by deletion of some of the halts at stations where the traffic dealt with by these trains was not heavy. An analysis of the traffic dealt with at Vidisha revealed that the traffic offering at the station by these trains was for short distances such as Bhopal etc. for which an alternative train is available from Vidisha to Bhopal. Stoppage of No. 16 UP G.T. Express was therefore deleted from 1-4-1961. The halt of No. 15 Dn. Madras-New Delhi Grand Trunk Express at Vidisha has however been retained to enable passengers to enter and leave the dining car. Advantage has been taken of this to permit booking of passengers.

Central Postal Circle

3837. **Shri Birendra Bahadur Singhji:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the jurisdiction of the Central Circle of the Posts and Telegraphs has been extended over a larger area of Madhya Pradesh;

(b) how many districts of Madhya Pradesh were under the P. & T. Central Circle before; and

(c) the number of new districts brought under it now?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Yes.

(b) 25.

(c) 18.

Resignation by Research Officers in I.A.R.I.

3838. { **Shri Inder J. Malhotra:** / **Shri Bahadur Singh:**

Will the Minister of Food and Agriculture be pleased to state:

(a) the number research officers who resigned from Indian Agricultural Research Institute, New Delhi during the last two years; and

(b) what were the reasons for their resignations?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) and (b). One Class II officer resigned due to private reasons.

Thirty-nine members of Research staff also resigned during the period. The reasons in their cases were for pursuing higher studies or securing jobs elsewhere or for private reasons.

All India Institute of Medical Sciences

3839. { **Shri Inder J. Malhotra:** / **Shri Bahadur Singh:**

Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that some Doctors resigned from the service of All India Institute of Medical Sciences, New Delhi;

(b) if so, number of such doctors who resigned from the Institute during the last two years; and

(c) the reasons for their resignations?

The Minister of Health (Shri Karmarkar: (a) Yes, Sir.

(b) 23.

(c) (i) For study abroad (10)

(ii) Family circumstances (4)

(iii) Institute's refusal to forward application (1).

(iv) to take up jobs elsewhere (4)

(v) for further studies|training (2)

(vi) without assigning any reasons (2).

Electricity Department in Orissa

3840. Shri Chintamoni Panigrahi: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that none of the employees now working in the electricity department in Orissa has been made permanent so far;

(b) whether it is a fact that the electricity department in Orissa has been formed for the last seventeen years;

(c) the total number of employees working in the department; and

(d) the total number of employees who have been made permanent in their services in the department so far?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (d). The information is being collected and will be laid on the Table of the House in due course.

State Electricity Board of Orissa

3841. Shri Chintamoni Panigrahi: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the State Electricity Board for Orissa has been formed;

(b) whether the Chief Engineer of the Electricity Department of the State has been taken in as a member and Secretary of this Board;

(c) whether it is a fact that he has shares in the Calcutta Electricity Company, Cuttack Electricity Company and Patna Electricity Company; and

(d) if so, the steps proposed to be taken in the matter?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes.

(b) The Chief Engineer, Electricity, Orissa, has been appointed as a member of the State Electricity Board, and is not its Secretary.

(c) and (d). The Chief Engineer, Electricity, Orissa, has informed the State Government that he holds 50 equity shares in the Calcutta Electric Supply Company, and his wife holds 100 equity shares in the Patna Electric Supply Company. This information came to the notice of the State Government only after the constitution of the Board. The State Government have decided to remove the Chief Engineer from the membership of the Board in accordance with the provisions of the Electricity (Supply) Act, 1948.

हिमाचल प्रदेश में ग्राम सहायकों का प्रशिक्षण

३८४२. **श्री पद्म देव** : क्या **सामुदायिक विकास तथा सहकार** मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष १९६० में हिमाचल प्रदेश में ग्राम सहायक प्रशिक्षण के सम्बध में कितने शिविर लगाये गये ;

(ख) कितने लोगों ने प्रशिक्षण प्राप्त किया ; और

(ग) प्रति व्यक्ति कितना व्यय हुआ ?

सामुदायिक विकास तथा सहकार उपमंत्री (श्री ब० स० मूर्त्ति) : (क) १६२

(ख) ३९१९

(ग) पांच दिन के शिविर के लिए लगभग ४ रुपये प्रति व्यक्ति ।

Irrigation in Orissa

3843. Shri Chintamoni Pangrahi: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the proposed new divisions in the irrigation wing have been opened in Orissa by now for expediting construction of irrigation projects;

(b) if so, how many and the places where these new divisions have been opened; and

(c) if not, when they are going to be opened?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (c). The following construction divisions are reported to have been opened with effect from the dates noted against each:

Name of the Division	Date from which opened
1. Salandi Division II, Bhadrak	16-8-60
2. Salandi Mechanical Division Hadgarh . .	23-12-60
3. Bhimkund Irrigation Division, Anandapur . .	26-12-60
4. Kalahandi Hydro-Power Division, Bhawani Patna	19-12-60

In addition to the above, the Government of Orissa propose to open Balimela Circle with three divisions thereunder including one mechanical division during the current financial year.

उत्तर प्रदेश के पर्वतीय जिलों में डाक तथा तार की सुविधायें

३८४४. **श्री भक्त दर्शन** : क्या **परिवहन तथा संचार** मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष १९६०–६१ में उत्तर प्रदेश के पर्वतीय ज़िलों अर्थात् उत्तरकाशी, टिहरी-गढ़वाल, देहरादून, चमौली, गढ़वाल, पिथौरागढ़, अल्मोड़ा और नैनीताल में किन-किन स्थानों पर नये शाखा डाकघर, अतिरिक्त विभागीय उप-डाकघर, विभागीय उप-डाकघर, सार्वजनिक टेलीफोन कार्यालय, टेलीफोन एक्सचेंज और तारघर खोले गये ;

(ख) इसी वर्ष किन-किन स्थानों पर ऐसे कार्यालय बंद किये गये ; और

(ग) वर्ष १९६१–६२ में उपरोक्त सुविधायें इन जिलों के किन-किन स्थानों में दी जायेंगी ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : (क) तथा (ग). सभा पटल पर एक विवरण-पत्र रख दिया गया है। (पुस्तकालय में रखा गया संख्या नं० एल. टी.—२८८४/६१)

(ख) जिला नैनीताल में घोरा रेंजर-वामर डाकघर।

पूर्व रेलवे में कानून निरीक्षक

३८४५. **श्री खुशवक्त राय** : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्व रेलवे में न्यायालयों में रेलवे मुकदमों की देखभाल के लिये १४ कानून निरीक्षक (ला इंसपेक्टर) नियुक्त हैं;

(ख) क्या इनमें से कुछ मुकस्सिल स्टेशनों पर नियुक्त थे और वह दीनापुर और गया की अदालतों का काम देखते थे;

(ग) क्या अब इनको वहां से हटा लिया गया है;

(घ) इसका क्या कारण है और अब इनके सुपुर्द क्या काम किया गया है; और

(ङ) रेलवे के मुकदमों में अब किसे भेजा जाता है?

रेलवे उपमन्त्री (श्री शाहनवाज खां) : (क) जी हां।

(ख) जी हां।

(ग) जी हां।

(घ) कुछ अदालतें इस पक्ष में नहीं थीं कि निरीक्षकों (Law Inspectors) को रेलवे की ओर से मुकदमों की पैरवी करने दी जाय। रेल-प्रशासन ने भी सोचा कि उसके अपने हित में यही अच्छा होगा कि मुकदमों की पैरवी का काम रेलवे वकीलों को सौंप दिया जाय। इस प्रकार जिन विधि-निरीक्षकों को लाइन से वापस बलाया गया, उनसे वही काम लिया जा रहा है जो प्रधान कार्यालय में तैनात दूसरे विधि-निरीक्षकों से लिया जाता है। विधि-निरीक्षक के काम की सूची नीचे दी गई है :

विधि निरीक्षकों के काम

१—महत्वपूर्ण मुकद्दमों की सुनवाई के दिन अदालत में हाजिर रहना।

२—मुकदमे की सुनवाई के समय अदालत में और वकीलों के घर पर और दफ्तर में सहायक के रूप में उनकी सहायता करना।

३—प्रधान कार्यालय से बाहर दूसरी जगहों पर कमीशन द्वारा जांच के दौरान में गवाहों से पूछताछ के लिए वहां हाजिर रहना।

४—अदालत से बाहर मुकदमों में समझौता करने के लिए बातचीत करना।

५—दस्तावेज और सबूत इकट्ठा करने और गवाह तैयार करने के लिए रेलवे स्टेशनों, पुलिस चौकियों और दूसरी जगहों पर जांच-पड़ताल करना।

६—जिन मुकदमों का फैसला रेलवे के पक्ष में हो सद्भावनापूर्ण ढंग से उनका खर्च वसूल करना।

७—मुकदमों की ठीक पैरवी करने और बचाव के लिए प्रधान कार्यालय द्वारा दी गयी हिदायतों का पालन करना और आवश्यकतानुसार विधि सहायक (Law Assistant) के रूप में दफ्तर में मुकदमों से सम्बन्धित काम करना।

(ङ) अब सभी मुकदमे पैरवी के लिये सम्बन्धित रेलवे वकीलों और एडवोकेटों को दिये जाते हैं।

Eradication of Venereal Diseases

3847. Shri P. C. Borooah: Will the Minister of **Health** be pleased to state:

(a) whether there is a comprehensive scheme for the eradication of Venereal Diseases (like Syphilis) under the Third Five Year Plan, treating it as a National Health problem;

(b) if so, what is the cost of the scheme; and

(c) what are the figures showing the incidence of Venereal Diseases in the different States at the beginning and the end of the Second Five Year Plan?

The Minister of Health (Shri Karmarkar): (a) and (b). Although the control of Venereal Diseases has not been included in the Third Five Year Plan as a national health programme, most of the State Governments have made provision in their Third Five Plans for the continuance of the Venereal Diseases clinics established during the First and Second Plans and for the starting of new ones. The exact provision made by the various State Governments is not known but the following figures have been recommended by the Working Groups for inclusion in the State Third Five Year Plans:

	(Rs. in lakhs)
Andhra Pradesh ..	8.00
Maharashtra ..	10.00
Bihar ..	5.00
Madhya Pradesh ..	10.00
Rajasthan ..	2.00
Punjab ..	1.00
Jammu & Kashmir ..	5.00
Kerala ..	10.00
Assam ..	1.00
Mysore ..	5.00
Madras ..	5.00
Himachal Pradesh ..	3.30
Delhi ..	4.57
Tripura ..	1.85
Manipur ..	1.00
Pondicherry ..	0.32
Laccadive, Minicoy & Amindivi ..	0.30

(c) Reliable statistical information is not available about the incidence of Venereal Diseases in the various States.

Doubling of Yerrupalyam-Vijayawada Track

3848. Shri T. B. Vittal Rao: Will the Minister of **Railways** be pleased to state:

(a) what is the actual amount spent by the end of March, 1961 out of the sum of Rs. 10 lakhs provided in the budget for 1960-61 for works in connection with the doubling of track between Yerrupalyam and Vijayawada on Central Railway; and

(b) the nature of work for which the amount was spent?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Rs. 19·56 lakhs have been spent to end of March 1961.

(b) For survey and procurement of materials such as permanent way, and construction plants and machinery.

Supply of Electricity to Agriculturists

3849. Shri Braj Raj Singh: Will the Minister of **Irrigation and Power** be pleased to state:

(a) what has been the progress with regard to the supply of electric energy to agriculturists at reduced or concessional rates in the country;

(b) how much energy was supplied during the last financial year throughout the country to agriculturists; and

(c) estimated benefits in money accruing to agriculturists as a result of supply of energy at concessional rates?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No scheme for supply of power at reduced or concessional rates for agricultural purposes is in force; but State Electricity Boards have fixed comparatively low rates for supply of power for irrigation pumping.

(b) 727 million KW during the year 1959-60. The figures for the year 1960-61 have not so far been compiled.

(c) Does not arise.

Irrigated Lands

3850. Shri Braj Raj Singh: Will the Minister of **Irrigation and Power** be pleased to state:

(a) the estimated total area of irrigated land at the end of the Third Five Year Plan;

(b) the total area to be brought under cultivation by the end of the Third Five Year Plan;

(c) the estimated area at the end of the Third Five Year Plan which could at any time be brought under irrigation; and

(d) by what time all the cultivated areas which could be brought under irrigation will be brought under irrigation?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). The net cultivated area in the country assessed in 1954-55 was 343 million acres. At the end of the Third Five Year Plan it is anticipated that an area of 45·5 million acres will be brought under irrigation from Major and Medium Irrigation Projects.

(c) and (d). An additional area of 13·0 million acres is likely to be brought under irrigation from Major and Medium Irrigation Projects during the Third Plan period. For topographical and other reasons, it is not possible to bring all the cultivated area under irrigation. However by end of the 5th Five Year Plan (1975-76), it may be possible to bring about 85 to 90 million acres under irrigation from major and medium irrigation projects.

Coal siding near Kishanganj Colony Delhi

3851. Shri Rajendra Singh: Will the Minister of **Railways** be pleased to state:

(a) whether a coal siding is located near the Delhi Kishanganj Railway colony on Northern Railway; and

(b) if so, whether it is in accordance with the instructions of the Railway Board?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) There is no specific coal siding here and coal is unloaded on line number 24 which is at a distance of about 240 feet from the nearest block of staff quarters.

(b) Does not arise.

रेलवे हायर सैकेंडरी स्कूल, रतलाम

३८५२. श्री अमर सिंह डामर : क्या **रेलवे** मन्त्री यह बताने की कृपा करेंगे कि :

(क) रतलाम, आबू रोड की बांदीकुई के हायर सैकेण्डरी स्कूलों में कितने अध्यापक पिछले १०–१२ वर्ष से एक ही स्थान पर काम कर रहे हैं ;

(ख) ऐसे कितने अध्यापक हैं जो आस-पास के कस्बों के निवासी हैं; और

(ग) पिछले तीन वर्षों में इन स्थानों के प्रत्येक स्कूल का प्रतिवर्ष कितने प्रतिशत परिणाम रहा ?

रेलवे उपमन्त्री (श्री शाहनवाज खाँ) : (क) क्रमशः ३, ६ और ३ ।

(ख) रतलाम में कोई नहीं, आबू रोड में एक और बांदीकुई में कोई नहीं ।

	(ग) वर्ष	नतीजा
रतलाम	१९५७–५८	७१ प्रतिशत ।
	१९५८–५९	७९ प्रतिशत ।
	१९५९–६०	७६ प्रतिशत ।
आबू रोड	१९५७–५८	८१ तिशत ।
	१९५८–५९	८६ प्रतिशत ।
	१९५९–६०	८५ प्रतिशत ।
बांदीकुई	१९५७–५८	४८ प्रतिशत
	१९५८–५९	७३ प्रतिशत ।
	१९५९–६०	*

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*१९५९–६० में हाई स्कूल परीक्षा नहीं हुई क्योंकि १९५८–५९ में इस स्कूल को बहु उद्देशीय हायर सेकण्डरी स्कूल बना दिया गया था ।

रेलवे हायर सैकेंडरी स्कूल, रतलाम

३८५३. **श्री अमर सिंह डामर** : क्या **रेलवे** मन्त्री यह बताने की कृपा करेंगे कि :

(क) पश्चिम रेलवे के रतलाम के हायर सैकेंडरी स्कूल के भवन के लिये कितनी धन-राशि स्वीकार की गई है; और

(ख) उक्त भवन का निर्माण-कार्य कब तक प्रारम्भ किया जाने वाला है ?

रेलवे उपमन्त्री (श्री शाहनवाज खाँ) : (क) लगभग ३.७० लाख रुपये ।

(ख) मार्च १९६१ में काम शुरू किया गया है ।

पश्चिम रेलवे पर विभागीय भोजन व्यवस्था

३८५४. **श्री अमर सिंह डामर** : क्या **रेलवे** मन्त्री यह बताने की कृपा करेंगे कि :

(क) पश्चिम रेलवे की जिन-जिन गाड़ियों में विभागीय भोजन व्यवस्था है, क्या वे फायदे में चल रही हैं या घाटे में; और

(ख) विभागीय भोजन व्यवस्था आरम्भ होने से प्रति मास कितना लाभ अथवा हानि हुई ?

रेलवे उपमन्त्री (श्री शाहनवाज खाँ) : (क) और (ख). एक बयान सभा पटल पर रखा जाता है ।

बयान

भोजन-यान	प्रतिमास औसत लाभ हानि का अनुमान
१—२५ डाउन/२६ अप बम्बई—नयी दिल्ली वातानुकूल एक्सप्रेस	५४५ रुपये (हानि) ।
२—२३ डाउन/२४ अप बम्बई—दिल्ली जनता एक्सप्रेस	४,७५० रुपये (हानि) ।
३—१९ डाउन/२० अप बम्बई—देहरादून एक्सप्रेस	४,७४० रुपये (हानि) ।
४—३ डाउन ४ अप फ्रण्टियर मेल	५०० रुपये (लाभ) ।

Examination for Postal Inspectors

3855. Shri Ram Garib: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that an examination for recruitment to the posts of Postal Inspectors was held in November, 1960; and

(b) if so, by when its result is expected?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) **Yes.**

(b) **Shortly.**

Delhi Milk Scheme

3856. Shri Ram Garib: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government have received any representation for starting a milk depot to cater to the needs of the residents of Rajpur/Under Hill Road in the Civil Lines area; and

(b) if so, the decision taken thereon?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) and (b). The demand for opening of new **Depots is** received from time to time

from different parts of the city. It is difficult to meet all such demands which have to be regulated in relation to the avilable suply of milk. The cases of Rajpur Road/Under Hill Road areas will be considered along with others at the appropriate time.

Advertisement on Railways

3857. **Shri Bahadur Singh:**
Shri Inder J. Malhotra:

Will the the Minister of **Railways** be pleased to state:

(a) the income derived from commercial advertising on various zonal Railways in 1960-61;

(b) whether all the possibilities to exploit the Railway media to increase this income have been explored;

(c) if so, what steps have been taken so far;

(d) whether the scale of the officers in charge of commercial advertising in the various zones of the Railways have been upgraded;

(e) whether there is any disparity in any zonal Railway in the above mentioned grades;

(f) if so, the reasons therefor; and

(g) whether there are any proposals to bring about uniformity?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The details of income are given below:

	1960-61
1. Western Railway	5,73,182
2. Central Railway	3,68,024
3. Southern Railway	4,03,803
4. Northern Railway	5,03,973
5. North-Eastern Railway	83,881
6. Northeast Frontier Railway	47,600
7. South Eastern Rly.	1,17,258
8. Eastern Railway	2,34,301
TOTAL	23,32,022

(b) Yes Sir. These are being explored; it is a continuous process.

(c) The following steps have been taken to develop commercial advertising revenue.

(i) a sustained drive is being maintained by the Railways to develop commercial advertising revenue. Besides offering space in railway premises for such media as boards, posters, neon signs etc., new advertising media are also being offered to prospective advertisers. The new media are sides of wagons, back of passenger tickets, panels inside railway carriages, bottom space on parcel and goods invoices etc.

(ii) the leading advertising agencies and canvassers are being encouraged to bring commercial advertising business to the railways, by offer of attractive commission to them on such business.

(iii) rates of various media have been standardised in the interest of uniformity of practice wherever such standardisation is possible. At the Railway Board's level, a strict watch is being exercised to ensure that the Railways are making all efforts to maximise revenue from commercial advertising.

(d) Yes Sir. The post of Commercial Advertising Officer has been upgraded on certain Railways.

(e) On the Southern and Western Railways the Assistant Officer's post has been up-graded to senior scale. On the Eastern, Central and South Eastern Railways, separate senior scale posts have been sanctioned. On the South Eastern Railway, however, the post is being operated in junior scale/class II grade. On the North-Eastern and Northern Railway the posts have been sanctioned in junior scale/class II.

On the North-east Frontier Railway no post has been sanctioned.

(f) The grades of these posts were determined on consideration of the volume of work and degree of responsibility attaching to them.

(g) No.

Telephone connections in Visakhapatnam

3858. Dr. Vijaya Ananda: Will the Minister of **Transport and Communications** be pleased to state:

(a) how many applications for telephone connections were received in 1960 and 1961 in Visakhapatnam;

(b) how many telephones were installed; and

(c) how many remains to be installed?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) 150 between January 1960 and March 1961.

(b) 88.

(c) 62.

Blood Donations

3859. Shrimati Maimoona Sultan: Will the Minister of **Health** be pleased to state:

(a) the quantity of blood donated in the country in each of the years 1958, 1959 and 1960 through Government Hospitals; and

(b) how much of it was utilised in each year?

The Minister of Health (Shri Karmarkar): (a) and (b). The information is being collected and will, when available, be laid on the Table of the Sabha.

I.A.C. Freight Charges

3860. Shri Bangshi Thakur: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the I.A.C. is contemplating to increase the freight charges to and from Calcutta-Agartala; and

(b) if so, the reasons therefor?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) and (b). The question is under consideration of the Corporation.

12.00 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

Accident in Power House of Bhakra Dam

Shri P. C. Borooah (Sibsagar): Under rule 197 I beg to call the attention of the Minister of Irrigation and Power to the following matter of urgent public importance and I request that he may make a statement thereon :—

> "Recent accident in the Power House of Bhakra Dam resulting in the death of two workers and injuries to many others."

The Deputy Minister of Irrigation and Power (Shri Hathi): There was an accident involving a painting trolley in penstock No. 4 at the left Bank Power House at Bhakra at about 10 p.m. on 9th April, 1961. The penstocks are steel pipes of 700 ft. length and 5 ft. diameter. These are laid at a step sleep from the up-stream face of the Dam to the Power House to take the water to the turbines. The penstocks are painted with the help of a special trolley which runs up and down, on the inside, of the penstock by means of winchs. Similar trollerys have been successfully used in other penstocks for quite some time. In fact, the painting of three penstocks out of the five has since been completed. Two of these penstocks for the two units which have been commissioned, are already carrying water to the turbines. The accident is reported to have occurred while the trolley was being shifted from one position to another. The trolley slipped and roled down the penstock for a distance of about 300 ft. and caused injuries on the way to 24 persons working in the penstock. Shifting of such trolleys, however, is a normal feature and is reported to have been resorted to time and again in the past. The accident has nothing to do with the Power House itself or any structure of the Dam.

The injured workmen were rushed to the hospital immediately. In-

juries to two of them proved fatal. The condition of one is still serious while another has rallied round and is considered to be out of danger. The remaining persons suffered minor injuries. Of all the injured workmen, 16 have since been discharged from the hospital, leaving only six who are still undergoing treatment.

There is no damage to any structure of the Power House or the Dam. Painting work is proceeding normally.

A Comittee consisting of the Director, Construction and Plant Designs, Bhakra Dam and two executive engineers is conducting an enquiry into the cause of the accident. Compensation will be paid to the families of the deceased and injured workmen at double the amounts admissible under the Workmn's Compensation Act.

I share with the House our deep concern on the unfortunate happening leading to the loss of two lives and injuries to others. The General Manager, Bhakra Dam, has been asked to convey our deep sympathies to the persons involved in the accident and the breaved families.

12·05 hrs.

PAPERS LAID ON THE TABLE

Annual Report of DVC and Audit Report thereon for the year 1959-60

The Deputy Minister of Irrigation and Power (Shri Hathi): On behalf of Hafiz Mohammed Ibrahim, I beg to lay on the Table a copy of Annual Report of the Damodar Valley Corporation and Audit Report thereon for the year 1959-60 under sub-section (5) of section 45 of the Damodar Valley Corporation Act, 1948. [Placed in Library. *See* No. LT-2880/61].

Notification under Employees' Provident Funds Act

The Deputy Minister of Labour (Shri Abid Ali): I beg to lay on the Table a copy of Notification No. GSR. 535 dated the 15th April, 1961, making certain amendment to Schedule I of the Employees' Provident Funds Act, 1952, under sub-section (2) of section 7 of the said Act. [placed in Library, *See* No. LT-2881/61].

12.06 hrs.

STATEMENT RE: DEMANDS FOR EXCESS GRANTS (GENERAL), 1958-59

The Deputy Minister of Railways (Shri Shahnawaz Khan): On behalf of Shri Jagjivan Ram, I beg to present a statement showing the Demands for Excess Grants in respect of the Budget (Railways) for 1958-59.

12.06½ hrs.

JOINT COMMITTEE ON OFFICES OF PROFIT

Third Report

Shri C. R. Pattabhi Raman (Kumbakonam): I beg to present the Third Report of the Joint Committee on Offices of Profit.

12.07 hrs.

ORISSA STATE LEGISLATURE (DELEGATION OF POWERS) BILL

The Minister of State in the Ministry of Home Affairs (Shri Datar): I beg to move:

> "That the Bill to confer on the President the power of the Legislature of the State of Orissa to make laws, as passed by Rajya Sabha, be taken into consideration."

As the House is aware, the President issued a Proclamation on 25th February, 1961, under which the administration of the State of Orissa was taken over by the President. As the natural corollary to it, the legislative powers of the State Legislative Assembly have been vested in Parliament. Now, oftentimes, questions arise either when the Parliament is in session or when it is not in session, to have certain Acts passed as early as

[Shri Datar]

possible. It is for this purpose that this Bill has been brought forward, to delegate the powers of legislation on behalf of the Parliament, to the President.

In this connection, we have been following precedents in a number of earlier cases. On four or five occasions, whenever the President had taken over the administration of certain States, the power of delegation was given over to him. I may also point out in this connection that the President generally consults a committee which has to be formed in this respect. Reference has been made to such a committee in the proviso to clause 3(2) which says:

> "Provided that before enacting any such Act, the President shall whenever he considers it practicable to do so, consult a committee constituted for the purpose consisting of fourteen members of the House of the People nominated by the Speaker and seven members of the Council of State nominated by the Chairman".

Therefore, though normally the powers are delegated to the President, still except when the matter is of a very urgent nature, the President would consult a consultative committee as provided for in the above proviso. Whenever such Bills are passed and the President makes an Act after consulting such a committee, it is open to Parliament to go into the matter, if they so desire. This has also been provided for in sub-clause (4) of clause 3 where it is stated:

> "Either House of Parliament may, by resolution passed within seven days from the date on which the Act has been laid before it under sub-section (3), direct any modifications to be made in the Act and if the modifications are agreed to by the other House of Parliament during the session in which the Act has been so laid before it or the session succeeding, such modifications shall be given effect to by the President by enacting an amending Act under sub-section (2)".

You are aware that when the president had to take over the administration of the Orissa State, there were certain Bills pending before the State Legislative Assembly. In fact, the House is already aware that the budget session of the Orissa Assembly had been called, but within four or five days, the Ministry there resigned and the President had to take over the administration. From the information at our disposal, there were certain Bills that would have been considered by the Assembly had it remained in power and had functioned in the normal course. The five Bills, to which reference has been made by me, were the Orissa Zila Parishad Amendment Bill 1961, the Orissa Merged Territories Petition Writers (Continuance of Licences) Amendment Bill 1961, the Orissa House Rent Control Amendment Bill 1961, the Orissa Sales Tax Amendment Bill 1961 and the Orissa Taxation of Goods carried by Roads and Inland Waterways Bill 1960.

In respect of two of these Bills, as the Legislative Assembly was not in session, the Government had to issue Ordinances. So far as I know, the period of these Ordinance has lapsed in each case. Therefore, if it becomes absolutely necessary, the question will have to be considered whether it would not be advisable to have what is known as the President's Act. So these are the matters which will have to be considered by the President in consultation with the consultative committee.

Secondly, when the administration is with the President, oftentimes occasions arise when certain Acts have to be immediately passed. For that purpose also, the President has to be given the necessary powers. Normally, what the President will be doing

is what he will consult the consultative committee and then after taking into account their views, he will have a President's Act. But when it becomes impracticable to do so, when the matter is highly urgent then as an exceptional measure, the President might have a President's Act. But in all cases, as per provision already made in the Bill, the matter has to be placed before Parliament and it will be within the right of Parliament to make such amendments as both Houses of Parliament desire.

In this connection, as the House is aware, the elections are going to be held in June 1961 in the State. This Bill has been brought forward by way of abundant caution. If it becomes necessary at all in the course of the next few weeks, the President's Act will have to be passed in the interest, and for the welfare, of the people of Orissa. Then only will necessary action be taken. Otherwise, let ue hope that after the elections we shall have a stable government to carry on the administration of the State. As soon as it is possible, the President will relinquish charge and the State Ministry will take over the administration. Therefore, many occasions might not arise for having a President's Act. All the same, it is not known what particular things happen, whether any urgent matter may arise before the President for the purpose of having a President's Act. It is only for this purpose that this Bill has been brought forward. It has been passed by the other House and I am confident that this hon. House also will give its approval to the provisions of this Bill.

My hon. friend, Shri Chintamoni Panigarhi, has tabled three amendments. May I point out that it is very difficult to accept these amendments because they are to a large extent impracticable. In his first amendment, he suggests that in clause 3(2), line 13, for the words 'whether Parliament is or is not in session' the words 'when Parliament is in session' be substituted. May I point out that Parliament will be rising after about two weeks and there would be a considerable period when it will not be in session. But still an urgent occasion might arise for the President to have a President's Act. If, for example, the President's powers are to be curbed in the manner suggested by the hon. Member, it would be very difficult during the intervening period to have a President's Act, even though otherwise on merits such an Act would be absolutely necessary and advisable. That is the reason why this particular amendments does not fit in with the present Bill.

The next amendment is, may I say, more propagandist in nature. Recently we have seen that the party to which the hon. Member belongs has been bringing forward certain amendments almost cast in the same wording. In this case, it is interesting to note that a similar offer is being made to Parliament. Certain catch-words are also being used. It says :

> "Provided that no such Bill shall be enacted as a President's Act as seeks to impose taxes or any other levies on the people or seeks to restrict, in any manner, the civil liberties and democratic rights of the citizens."

So far as these expressions are concerned, I have already stated that they are more propaganist than having any reference to the conditions. The President as the constitutional Head of the State will certainly not do anything that will affect the civil rights of the people or the democratic rights of the citizens, except what is necessary under the Constitution in the light of the conditions obtaining. Therefore, any such restriction would be hardly proper and the expressions used unnecessarily create a sense of suspicion about the *bona fides* of the adminstration that has to be carried on. I, therefore, would not like to have such an amendment passed for the simple reason that it contains an uncalled for insinuation.

Lastly, he wants to have these words 'whenever he consideres it practicable

[Shri Datar]

to do so' dropped altogether. Normally, it will be the duty of the President to consult a Consultative Committee appointed under the proviso except where there are any difficulties. We are taking into account the events as they arise suddenly. It may be that under some circumstances it becomes difficult for the President; it may not be practicable for the President to call a meeting of the Consultative Committee. But, all the same, the convention that we have been following is that whenever it is possible, even, if necessary, at short notice, a meeting of the Consultative Committee is called. We consult hon. Members regarding the Bills that are to be made into law by the President. After giving full consideration to the views of the committee, the Bill is passed into a President's Act. It would not, therefore, be practicable to put down any such restrictions as the hon. Member desires us to do. I would submit to the hon. House that the Bill as it has emerged from the other House might kindly be considered by this hon. House.

Incidentally, I might also mention that when this Bill was placed before the other House, the original proposal was to have a Consultative Committee of 15 members, 10 members from this House and 5 members from the other House. But, inasmuch as the President's administration is on behalf of the Parliament and inasmuch as it is quite likely that hon. Members from other areas also might take interest in the work of the Consultative Committee, Government, of their own accord increased the number to 14 from the Lok Sabha and 7 from the Rajya Sabha so that we shall have a fairly representative Consultative Committee which can give us the views not only of Orissa but of other areas also, especially when they are concerned with it and when they take on active interest in this matter. Because, as I have stated, the President's administration is on behalf of the hon. Houses of Parliament.

I commend this Bill to the hon. House.

Mr. Speaker: Motion moved:

> "That the Bill to confer on the President the power of the legislature of the State of Orissa to make laws, as passed by Rajya Sabha, be taken into consideration."

Shri Chintamoni Panigrahi (Puri): Mr. Speaker, Sir, I have the following amendments:

> Page 1, line 13,—
>
> *for* "whether Parliament is or is not in session" *substitute*—"when Parliament is in session". (1).
>
> Page 1, *after* line 15, *insert*—
>
> "Provided that no such Bill shall be enacted as a President's Act as seeks to impose taxes or any other levies on the people or seeks to restrict, in any manner, the civil liberties and democratic rights of the citizens." (2).
>
> Page 1, line 17,—
>
> *omit* "whenever he considers it practicable to do so". (3).

These amendments were not approved by the hon. Minister but I hope the House might approve of them.

I was listening to the speech made by the hon. Minister, Shri Datar. I thought when the President took over power it meant that Parliament would be really asked to exercise its legislative power in relation to the State of Orissa. But it seems to me that the Home Minister and the Home Ministry have really acted in a most complacent manner so far as Orissa Administration is concerned, since the enforcement of the President's rule in that State.

In all cases in which President's rule has been promulgated—in 5 or 6 cases before Orissa, in a similar way the measures to delegate powers to the President to act on behalf of Parliament have been brought forward before the House. I would request the hon. Minister to look into the time gap in all those cases and

the time gap in the case of Orissa. Here the President's rule was enforced on 25th February, and now it is going to be the end of April. This Bill itself was passed by the Rajya Sabha in March and till then the hon. Minister has not been able to come forward with this Bill; nor has the advisory committee been formed by now.

The hon. Minister just now stated that there were 5 important Bills before the Orissa Legislature when it was dissolved. In view of that I now feel that the Bill which the hon. Minister has just placed before the House has lost all its importance and necessity by now. The hon. Minister himself has stated that Orissa is going to have an election in June—the 2nd of June. Even the date has been fixed. Was it at all necessary at this moment to bring forward this Bill when there is hardly one month and the hon. Minister himself admits that there is no necessity and it may not be necessary to have any President's Act? When the Minister himself feels that this is not necessary, I submit that the Minister was quite complacent and has moved this Bill in a completely half-hearted manner, knowing fully well that the Bill has no meaning, no substance and it is not necessary. This is how he has given importance to the democratic right of the people which has been invested in Parliament. On the other hand, he accuses me that I have moved these amendments for propaganda. Well, the people of the country can judge who is working in a more propagandist way—either the Minister or myself?

When the Orissa Legislature was going to be dissolved, the Governor, while addressing the Lekislature, informed the Orissa Legislative Assembly that the Orissa Zila Parisnad (Amendment) Bill, 1961, the Orissa House Rent Control (Amendment) Bill, 1961 and the three other important Bills which the hon. Minister just now mentioned were to be passed by the Orissa Legislature. There were also three other very important Bills which the Governor himself indicated in his Address. One was the Orissa Agricultural University Bill. Also, the Irrigation Act had been passed by the Orissa Legislature but the rules under the Irrigation Act were to be passed by the Legislature itself. That is very important because under the Orissa Irrigation Act, in almost all the districts, the State Government was going to levy, as already notified in the Gazette, a compulsory irrigation tax ranging from Rs. 6 per acre to Rs. 33 per acre. But the Legislature had no time to consider the rules; and neither was Parliament given an opportunity to deliberate over this. I submit that these two Bills, the Orissa Zila Parishad (Amendment) Bill and the Orissa House Rent Control (Amendment) Bill were necessary to be considered by Parliament. The Governor promulgated Ordinances for these Bills and the Ordinances have expired.

The Budget Session of Parliament began from February and now it is going to sit up to the 5th May. During all this long Session of 3 months, there was time enough for the Government of India to at least bring these two Bills and the Orissa Agricultural University Bill in this House and this House had time enough—and also opportunity—to discuss those Bills.

In the Statement of Objects and Reasons it has been stated that—

> "Such legislative measures as may be necessary for the State can be taken up by Parliament only by postponing its business, and even then, it is likely that Parliament may not have the time to deal with all legislative measures for the State."

We do not say that the Parliament should legislate all the Bills for the State of Orissa. There are some important Bills such as the Orissa Zila Parishad (Amendment) Bill, the

[Shri Chintamoni Panigrahi]

Orissa House Rent Control (Amendment) Bill, Orissa Agricultural University Bill and the Land Reforms Bill. The Planning Commission gave certain suggestions to the Orissa coalition Ministry in respect of Orissa Land Reforms Bill. The coalition Ministry however assured the Government of India, the Planning Commission and the Home Ministry that those suggestions would be included in the Orissa Land Reforms Bill but they were not actually included in the Act. But the Home Ministry suggested to the President to give assent to that Bill and so it became an Act, though the recommendations of the Planning Commission so vital to the Orissa peasantry have not been included. Clause 46 of the Land Reforms Act has to be amended. If during the last three or four months Parliament could not afford to devote some time to deliberate upon important legislation which vitally affect the people of Orissa, then what is the meaning in claiming that, the Presidents' rule is democratic, because the President will exercise his powers on behalf of Parliament? They say that the President's rule is different from the Governor's rule of the old days. From the 25th February, 1961 there has been the President's rule and virtually it is the officers who are rulling. Parliament does not come into the picture at all. I do not know whether even Shri Datar is consulted: if Shri Datar is consulted we may say that we are consulted. From my knowledge of things done there during the last three months, I do not think that Shri Datar is consulted at all. Even the rates of irrigation tax had been notified in the Orissa Gazette. It was necessary under the Orissa Irrigation Act that complaints if any should be heard. Who has complained? We do not know anything about it: nor does the Parliament know anything. When the Home Ministry decided to have a consultative committee or an advisory committee, it was necessary that the committee should have been formed by this time, if not in February or March. Whatever important legislation was going to be enacted, at least the advisory committee, if not the House, should have time to advise. But I think there is not so much need now. In June there is going to be the election and the hon. Minister should not therefore take the trouble of asking us to approve of this Bill. So, it is better if the House rejects this Bill. I do not know if the hon. Minister thinks that the situation in Orissa is such today that the Congress or any other party will not come in a majority in June elections. I do not know whether he has any such report with him; otherwise he need not have come forward with this Bill. Looking to the interest of the people of Orissa and the way things were happening during the last three months, I feel that it is not necessary that Parliament should vest the President with all these powers. Therefore, I request the hon. Minister to take back this Bill. There is no necessity for it now, if you try to enforce it and you ask us to approve of this Bill, I would request you to accept at least my amendments.

Dr. Samantsinhar (Bhubaneshwar): Sir, I welcome this Bill, though it has come very late. When the Proclamation of the President regarding the Orissa State was considered by the House, the hon. Home Minister assured us that he would very soon bring forward a Bill for the administration of the Orissa State by the representatives of the people. The Proclamation was issued on the 25th February and the President took over charge of the State. Since then two months have passed and I do not understand why the Ministry did not bring this Bill earlier. However, better late than never. I welcome this Bill. I do not know why this number has been fixed at 21. There are twenty members in this House and 7 in the other House, Rajya Sabha from Orissa. The number should have been at least thirty so that all these representatives from Orissa could have been taken in this advisory committee. Not only that, the hon.

Minister has said that other hon. Members from other States who are interested in Orissa would be taken in the committee. Hence in view of that, the number should have been at least 35.

In this connection, I would like to draw your kind attention to a constitutional anomaly which had been created in Orisa. I also gave a Calling Attention notice under Rule 197, when the hon. Speaker of the Orissa Legislative Assembly had been removed from his office. Mr. Speaker, you were pleased to reject this notice. While saying this, I quote the provisions of the Constitution. The second proviso to article 179 mentions:

> "Provided further that, whenever the Assembly is dissolved, the Speaker shall not vacate his office until immediately before the first meeting of the Assembly after the dissolution."

So, it is a clear directive in the Constitution and I do not understand how the Ministry could advise the President to remove the hon. Speaker from the office.

Shri Datar: This question does not arise out of the present Bill.

Dr. Samantsinhar: That is right.

Mr. Speaker: What is the article?

Dr. Samantsinhar: 179.

Mr. Speaker: But it does not arise out of this Bill.

Dr. Samantsinhar This Bill is according to the Proclamation of the President. I am speaking on that. However, that question may be considered.

I hope this advisory committee will be formed soon and the legislative measures that are to be taken would be done immediately. We know actually that there is a lot of trouble in the bureaucratic form of Government and the people are not satisfied. But I cannot recommend the amendments moved by Shri Panigrahi. I oppose the amendments and in saying so, I fully welcome this Bill and I hope the hon. House will pass this Bill.

Shri Jaganatha Rao (Koraput): Sir, I welcome this measure. It is highly necessary that Parliament should delegate these powers to legislate to the President in an emergency of this kind. My hon. friend Shri Panigrahi has said that the elections to the Orissa State assembly are going to be held in the first week of June and so there is no necessity for a delegated legislation of this nature. Elections may take place in the first week of June. But a new Government cannot be formed earlier than the 1st of July. That means there are two months—May and June. There are some pending pieces of legislation which have to be passed by the President. Some ordinances were issued by the Governor and they have lapsed, and it is for the President to pass the Acts to legalise or regularise those matters which are the subject-matter of ordinances. I know the Orissa Zila Parishad Ordinance was issued by the Governor; it has lapsed. So, unless an Act is passed by the President immediately, the zila parishads which have been constituted all over the State of Orissa would become illegal.

Shri Chintamoni Panigrahi: Let the measure be brought here.

Shri Jaganatha Rao: I will come to that. So, there are some similar pieces of legislation which have to be immediately passed. The power has to be given to the President to legislate, whether Parliament is in session or otherwise.

It was also said that this measure is not democratic or constitutional. I would refer my hon. friends to article 357 of the Constitution which envisages a delegation of this kind. If the President passess an Act, of course the life of the Act so passed by the President will be one year. So, my hon. friend, Shri Chintamoni Panigrahi, is not correct is saying that there is no

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necessity or need to pass this legislation. As the hon. Minister pointed out, there are five important pieces of legislation which are pending. Certaintly, there are some more. One piece of legislation was indeed referred to by my hon. friend, and that is the Orissa Land Reforms Act. Therefore, when we take into consideration all these pending matters which are vital to the interests of the people of the State, the President has to be clothed with this power so that he can pass the necessary legislation in time.

My hon. friend Shri Chintamoni Panigrahi also said that this Bill has lost all its importance. I fail to understand his argument. The Bill is all the more necessary and important because of the fact that it is going to be there for a minimum of two months before the new Orissa Legislative Assembly comes into existence.

My hon. friend also referred to the Objects and Reasons mentioned in the Bill. He said that it is stated in the Objects and Reasons that Parliament may not find time to pass legislation concerning the State of Orissa but that the Government, if it really wanted to do so, could come forward with the necessary Bills to be passed by Parliament. My submission is this: as we know, we have only a few days ago completed the budget demands and besides that, there are number of pending legislative measures which have to be gone through and passed. The programme of this House is very crowded and this House may not find time to go into all those matters which are pending in respect of Orissa. Of course, the House may take up such measures if it has time; and the President may come forward with any measure here and then it is open to the House to propose any amendment as is provided in the Bill. So, the right of the House to question any clause or any provision in regard to the legislative measures is not taken away.

Then, regarding the advisory committee that is going to be formed, the number is fixed at 21. Dr. Samantsinhar said that there are 20 Members from Orissa in this House and 10 Members from Orissa in the other House. He said that all of them should be members of this committee. I fail to understand his point, and I feel that there is no reason in his argument. It is not necessary that all the Members here representing the Orissa State should be members of this committee. The committee is not going to be a legislature. This committee is only an advisory committee to advise the President on important matters or on matters which may be referred to it by the President for advice. In fact, some Members from other States also can be appointed to this committee. For instance, when we had an advisory committee for Kerala, I was a member of that committee. I think that all the Members from Kerala were not members of that committee. So, there is no point in saying that representation on this committee should be made larger. So, there is nothing in the Bill which can be opposed. The amendments of my hon. friend Shri Chintamoni Panigrahi have really no force, much less any reason or logic, behind them. I refer especially to amendment No. 2 which speaks of some democratic right and civil liberties of the citizens being taken away! It has absolutely no meaning because no legislation passed by the President or Parliament would take away the civil rights or the democratic rights of the people.

Shri Warior (Trichur): Is the hon. Member sure that all the Kerala M.Ps. were not on the advisory committee?

Shri Jaganatha Rao: If I remember aright, all of them were not members of this committee.

Shri Warior: They were members of this committee; all of them.

Shri Jaganatha Rao: I referred to the period 1960.

Mr. Speaker: What is the harm if six or seven more are added? Why should any Member feel that there is a discrimination made against him?

The Minister of Home Affairs (Shri Lal Bahadur Shastri): The only point is, the committee will become an unwieldy body. In these States, it is a smaller number. But take, for instance, Utar Pradesh. Of course, I hope no President's rule would be introduced there. But suppose it happens like that, then we will have a very big body, a very big committee, if all the Members from that State are to be included. So, that should not be the precedent But it would be better to have as many representatives as possible. In fact, we have increased the number, when the Bill was being considered there in the Rajya Sabha.

Shri Chintamoni Panigrahi: In respect of Kerala, all the Members representing the State were included.

Shri Jaganatha Rao: I may mention that all the Members from all the parties need not be represented. Supposing we are seven Members from the Congress Party in Orissa, all the seven need not be represented; all the seven need not be members of the committee. Members from other parties may also be taken; for instance, a Communist Member. Shri Chintamoni Panigrahi could be a member of the committee; another Member from the Ganatantra Parishad may also be included.

Dr. Samantsinhar: What is the harm in taking all the Members?

Shri Jaganatha Rao: There is no harm in omitting one or the other. There is no harm either way.

Shri Achar (Mangalore): The committee must reflect this House. That must be the point of view which should be taken into consideration.

Shri Jaganatha Rao: Suppose, 14 may be representative in character; then all the parties could be represented. But I would like to say that it is not the numerical strength that should matter. It is the representative capacity of this House that is more important. So by and large, there is nothing controversial in this Bill, and I support the Bill wholeheartedly.

Shri Achar: Mr. Speaker, Sir, I support the Bill and oppose the amendments from the other side. I would like to raise a short but a very important point in regard to the question of the consultative committee. The Bill says that Members from the Lok Sabha should be nominated by the Speaker to the consultative committee. When I am pointing out this aspect, let it not for a moment be thought that I am not having the fullest confidence in the Speaker, or in you, Sir, personally. It is not from that point of view that I am raising this point. But I feel that power being given to the Speaker or anybody else to nominate members to the consultative committee is not in consonance with or in accordance with the spirit of the Constitution. Once the President takes it up, it means that this Parliament comes into the picture, and the President only acts through the advice of the party in power. So, so far as the consultative committee is concerned, as I pointed out a few minutes ago while Shri Jaganatha Rao was speaking, it must completely reflect this House. It is the Parliament that rules Orissa now. If that is so, if the President is given the powers, normally it means the power of the party which is in power. It is the party which is governing the whole country now that is taking up the administration of Orissa also. Thought the President is there, constitutionally he acts on the advice of the Cabinet. If that is so, the consultative committee also, which has to be formed now, must completely reflect this House. It must be the mirror of this House.

It is not a question of having the Members from Orissa State or any

[Shri Achar]

other State, on the committee. As it is now, it is not also the Orissa Government of old. The whole responsibility is on Parliament now. We are responsible for it, that is, the party in power. If that is so, the consultative committee also must completely reflect this House. So, I would submit that nomination would not be proper. It must be election.

Of course, so far as I know, the Speaker is above any party contentions. In fact, the Speaker is above all parties and a convention that even the election of the Speaker should not be contested must be followed. I hope that such a convention will be accepted in due course in this country also. All the same, so far as the Speaker is concerned, he is above parties. He has no party affiliation and it will be very awkward for him—I would go to the extent of saying it—to nominate Members to any consultative committee. It will be also against the spirit of the Constitution, because, so far as the responsibility of the Government is concerned, it is the Parliament, reflected by the party in power. My submission is that, if this House is to be reflected, it must be only by election. The consultative committee should be elected by this House and there should be no nomination. So far as the present Bill is concerned, it may not be of much practical value, because elections are coming in June. During this transition period, some important legislation may or may not come, but as a precedent, with all respect I would submit, without any reflection on the Chair or the Speaker, that the principle of nomination by itself is wrong.

We have plenty of experience of nomination under the British Government in the earlier days. Of course, such things do not come in now, but I know how it can be abused. You know, for example, when a certain person was Chief Minister of Madras, there were certain nominations to the taluk boards and district boards and nominations were given because a certain sum was donated to the ruling party. It was openly mentioned. I am just giving this example to show how nomination is often abused. There is no scope for that so far as the Speaker or anybody is concerned. But all the same, is it proper to have nomination in principle?

If we take the Constitution, everywhere the spirit is against nomination. Of course, I have not sent any amendment to this Bill nor do I urge that, but I want Government to consider this aspect of the question from the point of view of setting up a good precedent. This may be for 2 months only and I do not mind. But this principle must be adopted by the Government and nomination must be avoided everywhere as far as possible.

With these words, I support the Bill.

Shri Warior: Nomination itself is made from the elected Members.

Mr. Speaker: There is the question of choice from among the Members here. But because all of them are not there, the Speaker has to pick and choose from them. Shri Achar's point is, why should it be left to the Speaker and why not the House itself do it on the principle of proportional representation?

Shri Warior: The point is, since the nomination itself is made from the elected Members and not from anybody outside, if this imputation is brought in that some elected Members can be discriminated against some others, I do not think that is proper.

Mr. Speaker: He may or may not agree with Shri Achar, but his point is, I may just nominate Members only from the Congress Party.

Shri Achar: Or entirely from the Communist Party.

Shri Chintamoni Panigrahi: I am the only one Communist Member from Orissa and so Shri Achar should not be afraid.

Mr. Speaker: Hon. Members must appreciate Shri Achar's point. They may or may not agree with him. They may think it is not necessary, but he says committees like the Estimates Committee and the Public Accounts Committee are all elected by the House and the various groups have got opportunities in proportion to their strength. The whole House is reflected if the election takes place to the committee on the principle of single transferable vote by proportional representation.

Shri Lal Bahadur Shastri: There are two or three points. More or less, it is an advisory body and the President has to function in the light of the advice given by this committee. So, it is not a statutory body. Therefore, it is not absolutely necessary that there should be election held in this House. Secondly, the interests of the various sections of the House are entirely safe in your hands and you will naturally like to give adequate representation to different sections.

Thirdly, since President's rule has been introduced in Orissa, it is essential that as many Members of Orissa should be represented on this committee as possible. If you leave it to election, one does not know what will happen. Besides Orissa Members, more Members from other States may be elected. Therefore, it is better that is left in your hands to give more representation to the Members of Orissa and of course, to give some representation to others also.

I should like to make it clear that we do want that not only the Members from Orissa should be represented on this committee, but Members from other States should also be nominated. As Shri Achar said, it should really reflect this House, the Parliament. Therefore, besides the Orissa Members, Members from different States also may be represented. You can keep all these things in view and constitute the advisory committee. Under these circumstances, I hope Shri Achar will not like to press his objection.

Shri Achar: I have not given any amendment; I only made a suggestion

Mr. Speaker: What about the Members from the Rajya Sabha? There are 7 Members from Rajya Sabha and 14 Members from here. How many Members are there in Rajya Sabha from Orissa?

Shri Chintamoni Panigrahi: 10. Here the number from Orissa is 20.

Mr. Speaker: The proportion is the same—14 and 7.

Shri Chintamoni Panigrahi: The hon. Minister gave the hint that other Members also can be represented.

Mr. Speaker: Proportionally there also it will come. Out of 14, you can have 10 Members from Orissa and 4 from other States. It can be likewise there also, in the Rajya Sabha. It is only a suggestion.

The question is:

"That the Bill to confer on the President the power of the legislature of the State of Orissa to make laws, as passed by Rajya Sabha, be taken into consideration."

The motion was adopted.

Clause 2— *(Definition)*

Mr. Speaker: There are no amendments to clause 2.

The question is:

"That clause 2 stand part of the Bill."

The motion was adopted.

Clause 3— *(Conferment on the President of the power of the State Legislature)*

Shri Chintamoni Panigrahi: I move all the three amendment Nos. 1, 2 and 3, I beg to move:

[Shri Chintamoni Panigrahi]

Page 1, line 13, for "whether Parliament is or is not in session" *substitute* "when Parliament is in session." (1)

Page 1, *after* line 15, *insert*—

"Provided that no such Bill shall be enacted as a President's Act as seeks to impose taxes or any other levies on the people or seeks to restrict, in any manner the civil liberties and democratic rights of the citizens." (2)

Page 1, line 17, omit "whenever he considers it practicable to do so". (3)

I have explained these amendments already in my speech.

Mr. Speaker: I will put all these amendments Nos. 1, 2 and 3 to the vote of the House.

Amendment Nos. 1, 2 and 3 were put and negatived.

Mr. Speaker: The question is:

"That clause 3 stand part of the Bill."

The motion was adopted.

Clause 3 was added to the Bill.

Clause 1, the Enacting Formula and the Long Title were added to the Bill.

Shri Datar: I beg to move:

"That the Bill be passed."

Mr. Speaker: The question is:

"That the Bill be passed."

The motion was adopted.

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13 hrs.

MEDICINAL AND TOILET PREPARATIONS (EXCISE DUTIES) AMENDMENT BILL

The Deputy Minister of Finance (Shri B. R. Bhagat): Sir, on behalf of Shri Morarji Desai, I beg to move:

"that the Bill to amend the Medicinal and Toilet Preparations (Excise Duties) Act, 1955, be taken into consideration."

Sir, as the hon. Members are aware, Parliament enacted a legislation entitled the Standards of Weights and Measures Act, 1956, for establishing standards of weights and measures based on the metric system. In accordance with the provisions of this enactment, the metric units are being progressively adopted in the country. It is also proposed to extend the provisions of the Standards of Weights and Measures Act, 1956 to the alcohol industry. Consequently, the rates of duty prescribed in the existing Schedule to the Medicinal and Toilet Preparations (Excise Duties) Act, 1955 in terms of rupees and annas per gallon in respect of medicinal and toilet preparations containing alcohol have to be replaced by rates of duty in terms of rupees and naye paise per litre, which will be the new unit of measurement of alcohol.

It is also proposed to take this opportunity to remove certain anomalies in the rates of duty prescribed for toilet preparations containing alcohol. At present, those toilet preparations containing alcohol which are capable of being consumed as ordinary alcoholic beverages are liable to duty at the rate of Rs. 17/8 per gallon of the strength of London proof spirit, and others are subject to duty at the rate of Rs. 5 per gallon of the strength of London proof spirit. There is hardly any justification for such differential tariff. Apart from this, the prevailing rates of duty are comparatively low. As hon. Members are aware, although the

excise duty on medicinal and toilet preparations containing alcohol, opium, Indian hemp and other narcotic drugs and narcotics, is levied by the Government of India, its collection is entrusted to the States within which such duty is leviable and the proceeds thereof are also assigned to the States under the provisions of Article 268 of the Constitution. The State Governments who were accordingly consulted about the existing rates of duty on toilet preparations containing alcohol have expressed the opinion that the duty should be enhanced. It was, therefore, proposed in the Bill to levy duty at the rate of Rs. 7 per litre of the strength of London proof spirit on all toilet preparations containing alcohol.

Now, under the Finance Bill, 1961, a 25 per cent. *ad valorem* duty has been imposed on certain categories of cosmetics and toilet preparations. In order to have uniformity in the rate of duty applicable to various toilet preparations, it has been proposed through an amendment to change the rate from Rs. 7 per litre of the strength of London proof spirit as proposed in the Bill to 25 per cent. *ad valorem*.

The Finance Bill 1961 has also introduced a new levy of 10 per cent. *ad valorem* on patent or proprietary medicines as defined in clause (d) of Section 3 of the Drugs Act, 1940, not containing alcohol or narcotics. By an amendment, a corresponding new tariff item is being introduced in the Schedule attached to the Medicinal and Toilet Preparations (Excise Duties) Act, so that patent or proprietary medicines containing alcohol or opium, Indian hemp etc. and which are not capable of being consumed as ordinarily alcoholic beverages may be taxed at the same rate. Subsequent to the drawing up of the amended tariff, the Drugs (Amendment) Act, 1960 has been brought into force. As a result of this, clause (d) of Section 3 of the Drugs Act, 1940 has become clause (h). The reference made to patent and proprietary medicines as defined in clause (d) of Section 3 of the Drugs Act, 1940 in Explanation 1 of the amended Schedule may, therefore, be read as patent and proprietary medicines as defined in clause (h) of Section 3 of the Drugs Act, 1940.

In so far as the rates of duty on the other items in the Schedule are concerned, no change have been made except for conversion of the rates from rupees and annas per gallon into rupees and naye paise per litre, and expressing the rate in terms of round figures. In the case of Ayurvedic preparations containing self-generated alcohol which are capable of being consumed as alcoholic beverages, the rate of duty prescribed in the existing Schedule is Rs. 3 per gallon. However, in order to provide some relief for Ayurvedic preparations, the rate of duty had been reduced to Rs. 1:75 per bulk gallon by a notification issued under Rule 8 of the Medicinal and Toilet Preparations (Excise Duties) Rules, 1956 with effect from the 10th September, 1960. It is this reduced rate that has been expressed in terms of metric units in the Bill.

Mr. Speaker: Motion moved:

"That the Bill to amend the Medicinal and Toilet Preprations (Excise Duties) Act, 1955 be taken into consideration."

Shri V. P. Nayar (Quilon): Mr. Speaker, Sir, as I read the Bill and as I listened to the speech of the hon. Deputy Minister, I thought that the confusion which I had when I read the Bill has been considerably increased when I heard the hon. Deputy Minister. Sir, it may be that this is a measure of a consequential nature, consequential in the sense that having introduced the metric system of weights and measures we weer forced to change the rate of duty chargeable on certain items. But we find that in so far as a new duty is prescribed—in one case it is an enhanced duty and in the case of Ayurvedic preparations there is a reduction in duty—it is not merely a question of levy of duty that we have to consider but we have necessarily to consider how far by an

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enactment like this we will be able to implement the provisions of this Act.

It is not enough in the statute to describe what is London proof spirit. We must understand that by the levy of this duty the net is cast very wide, because we know that there are hundreds and thousands of preparations which go by the name of toilet preparations, medicinal preparations or compounds and ayurvedic preparations. We must examine here whether by a legislation like this it will be possible to cover the various articles which the Government intends to cover. And, when we examine the provisions I am convinced that it will not at all be possible with the machinery which is today at the disposal of the Government.

We must under stand that alcohol as is commonly understood is different from alcohol as it is understood in chemistry. This is a suggestion which I want to place before the hon. Minister, because when you enact, especially for the imposition of a duty, the intention of the legislature must be very clearly defined in the statute. You understand alcohol in one sense in chemistry—as a group of organic compounds. But when you say 'alcohol', popularly it means only what is called ethyl alcohol or ethnol, and anything else will not be known as alcohol. It is a well known principle of law that when a duty is imposed very specific definition should be given for the article on which the duty is imposed. There have been decisions on this subject. It started with the famous decision of the Privy Council in Casher vs Holmes. There duty was specified on "metals". The decision on that particular provision is this:

> "Duties imposed under the general head of 'metals' upon 'copper, brass, pewter and tin and on all other metals not enumerated' would not include the higher metals of gold or silver, which are commonly known as precious metals."

So here is a case where when the word "metals" was generally used and when a certain duty was levied on gold, which we known by its malleable and ductile properties is as much a metal as any other metal, the Privy Council has held that it is not right to levy a duty on this because the legislature used the word only in the popular sense. Therefore, I want the hon. Minister to make it clear, when he uses the word 'alcohol', whether the word 'alcohol is used with the common meaning of the word 'alcohol' as we understand or whether the intention of the Government is to use the word 'alcohol' as we understand it in Chemistry.

Then, Sir, there is also another difficulty, and that difficulty is because of the description given to London proof spirit. I shall not go into the details of the chemistry of alcohol because most of us do not know anything about it. But we must understand what is London proof spirit. The duty is to be assessed on the content calculated in terms of London proof spirit per gallon. Here in the second explanation to the Bill, Government have probably borrowed the definition from some encyclopaedia; I do not know, but Explanation III says:

> "'London proof spirit' means that mixture of ethyl alcohol and distilled water which at the temperature of 51 degrees Fahrenheit weighs exactly 12/13th parts of an equal measure of distilled water at the same temperature."

I want the House to realise how can the alcoholic content of hundreds of thousands of these preparations, either toilet or medicinal, be determined before we assess duty on the basis of their content per gallon calculated in terms of London proof spirit? I fail to understand how any State can collect the levy the excise duty, by a mere surmise. As we all know, the determination of the alcoholic content in a given solution is far more difficult, as

my hon. friend, Dr. Sushila Nayar would be knowing, than the determination of the water content in milk. For the latter, an ordinary lactometer is enough. The specific gravity of any liquid can be easily found by a very simple instrument. You can also use a Polarimeter and hydrometer in other cases. But how can you determine the alcoholic content calculated in terms of London proof spirit in any given preparation? I want the hon. Minister to give me an answer because, as far as I know. . .

Shri B. R. Bhagat: I am not a technical expert. It is all done by the officers concerned.

Shri V. P. Nayar: This is on answer at all. I know that the hon. Minister is only an expert in finance.

We want money. I grant that. The hon. Minister was pleased to say that the work of levying this duty has been given over to the States for implementation and whatever is collected by the States will also go to the States. I am glad that the States get it. But which of the States, I want the hon. Minister to consider, has got the machinery, or equipment, or knowledge, in so far as the officials are concerned, to find out the percentage of what is the London proof content of a particular alcohol, even if we define what alcohol we mean by this, before you assess the duty? It is absolutely impossible.

Dr. Melkote (Raichur): It is not very difficult, though it it is not so easy. You can find it by double distillation.

Shri V. P. Nayar: If the hon. Member wants to know, I have also some basic knowledge of chemistry, although I do not claim any detailed knowledge. But it is common knowledge that the alcoholic content in any solution can be found out only by a refractive index and correlating the refractive index with the known solution. Is there any other process which the hon. Member knows? I also know that the presence of alcohol can be determined by a variety of chemicals. I know, for example, that sodium hydroxide can be used. I know also that gasoline or kerosene can be used in aqueous solution to determine whether a solution has alcoholic content or not. But to find out the exact alcoholic content in a solution calculated in terms of London proof spirit, you must boil it by means of a mixture of ethyl alcohol and distilled water at a temperature of 51 degrees of Fahrenheit. Before you assess the duty, the State must have a machinery by which the samples from the articles on which the duty is proposed to be levied should be first heated at 51 degrees of Fahrenheit and then the sample must be weighed and the weight must be equal to exactly 12/13th parts of an equal measure of distilled water at the same temperature. I do not want to enumerate the difficulties. First of all, you must have a laboratory balance; then you must have so many other testing apparatus. It is not at all possible for any State Government to have them, and list the tens of thousands of different preparations. It is possible in case the articles were only one or two. But here almost every preparation, not only Ayurvedic preparation but almost every medicine, contains a little quantity of alcohol. I was amazed to read the other day that even in the case of persons who have never touched alcohol, an analysis of the matter of the brain revealed a trace of alcohol. Alcohol is so universal in its presence and because of this quality alcohol has a variety of uses in the preparations of toilet as well as medicinal preparations. It is used as a chemical intermediate. It has its therapeutic use. It is also one of the best known solvents with which they extract the active principles or the medicinal properties from both animal and vegetable matter.

Therefore, alocohol is used very widely. Whether it is allopathy, ayurveda, homeopathy or even unani,

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alocohol has to be used, whether it is a compound, whether it is an elixir or whether it is anti-septic. In most of these matters alcohol has a necessary use and we have not yet found any substitute.

Therefore, I say that when you impose a duty, calculated again in terms of the London proof spirit, it is absolutely impossible to cover all the items which contain alcohol to determine their contents of alcohol in terms of London proof spirit by heating it at a temperature of 51 degrees Fahrenheit and then assessing the duty. Therefore, I say because of these restrictions, because of these obvious difficulties which we cannot surmount,—at least, by any stretch of imagination, I cannot think how any State Government can find out the exact alcoholic content to determine the levy—the provisions of this Bill are incapable of implementation.

Mr. Speaker, you will be interested to know that in the Schedule to the Bill, they have stated:

> "Medicinal preparations, containing alcohol, which are prepared by distillation or to which alcohol has been added, and which are capable of being consumed as ordinary alcoholic beverages".

For that the levy is Rs. 17-8-0 per gallon on the strength of London proof spirit. You cannot charge anything else. Therefore, I say that the basis of assessment is something which cannot be found out by the officials, because we do not have the machinery. It is not possible for every sample to be sent to a chemical laboratory in a State before you assess the duty, because it is not a matter which can be ordinarily found out.

What does it mean? It means that the officials will have necessarily to resort to certain methods which are not fair against the producers. It will give power in the hands of the officials to charge duty at random. Because, if the manufacturers send a sample to assess the duty, without subjecting it to a chemical analysis, without making a study of the refractive index, without even determining the percentage of alcohol by an aqueous solution, they will say "All right, we will assess 50 per cent" and there is no remedy for the manufacturers. I am not worried about the big manufacturers of medicines and other preparations, who may have very well-equipped laboratories. But we know, Sir, that most of the manufacturers of pharmaceuticals and chemicals in our country have not grown up to that stage where they can afford the luxury of modern laboratories. May be, the Imperial Chemical Industries or some other big industries may have it. But the ordinary firms which manufacture certain drugs cannot maintain a laboratory to have an analysis, and alcohol being such a versatile product which is versatile in its use, there is hardly any preparation, either medicinal or toilet, which does not contain alcohol. An analysis of the content of alcohol may be possible, but on that duty cannot be charged. The duty becomes chargeable only when the London proof spirit content is determined. Therefore, I say that it is absolutely impossible for me to agree with this provision because when the net is cast very wide, as the hon. Minister wants it to be, it becomes impossible for the official to collect the taxes.

I was surprised because this is not the only item, not the medicinal and toilet preparations alone There is also an omnibus provision in item 2(iii) of the Schedule, and that is "All others". If we mention "All others" in a taxation measure and say that Rs. 5 per gallon on the strength of the London proof spirit will be charged as excise duty under the new Bill, I am unable to find out what it means. What will they include? You have enumerated the medicinal and

toilet preparations; then you have enumerated the ayurvedic preparations containing self-generated alcohol, which are not capable of being consumed as ordinary alcoholic beverages; you have also enumerated the ayurvedic preparations containing self-generated alcohol, which are capable of being consumed as ordinary alcoholic beverages. After enumerating all these items, you say at the end "All others". Therefore, when you use the term "All others" after enumerating the various items on which the duty will be imposed by this legislation, the reasonable meaning, the reasonable interpretation of the use of the word "alcohol" will be the use of the word in the sense in which it is known to students of chemistry and not in its popular sense alone.

Then, let us take the question of ayurvedic preparations. Here I find that the duty is reduced on ayurvedic preparations. We know that most of these ayurvedic preparations are made from matter which is of vegetable origin. We also know that in such matters the content of carbo-hydrate is really high. It is the natural fermentation of this which results in alcohol and it cannot be prevented unless you have all the skills and tools of modern chemistry. We know that Ayurvedic medicine manufacturers do not keep such chemical laboratories. If you purchase Dasamoolarishta from one manufacturer and if you purchase Dasamoolarishta from another manufacturer, I am positive that the alcoholic content, will be different between the one and the other, just because the process by which it is made is not controlled by any modern scientific methods. It is just the ordinary way of doing it in our house.

There are ever so many preparations which have self-generated alcohols in Ayurveda also. How is it possible for you to determine the alcoholic content? I understand there are hundreds of thousands of manufacturers. Most of these may be making products which are sold in the same name and style as Drakshasava, or Draksharishta, Dasamoolarishta, etc., etc. All this will come within the category of ayurvedic preparations having self-generated alcohol. How do you determine the self-generated alcoholic content? I can understand there being a flat rate, even if the presence of alcohol is one part in hundred parts. But what is the duty here? Explanation II says:

> "Where in respect of any dutiable goods the unit of assessment for the purpose of any duty under this Act is a litre or the strength of London proof spirit, the duty shall be increased or reduced etc., etc."

On Ayurvedic preparations containing self-generated alcohol, which are capable of being consumer as ordinary alcoholic beverages a duty of thirty eight naye paise per litre is proposed.

We know that after the introduction of prohibition almost everything for oral use, is being taken with impunity. Tinctures, only a few minims of which will be prescribed, we know people taking by ounces and yet going strong. I know of cases of death having resulted from taking medicines for its alcoholic content alone, not for the cure of any disease, but for the cure of the apetite or thirst for a drink to which they were used. I am not going into the controversy as to whether there should be prohibition or not; but the fact remains that even French polish in which there is alcohol is being taken, as also preparations which are normally sold for medicinal purposes, such as certain tinctures or syrups, say Waterbury's Compound. A person in Bombay, for instance drank one whole bottle of Waterbury's Compound, because, Waterbury's Compound has 15 or 16 per cent of alcohol. In order to quench his thirst for liqor he is not satisfied with taking one ounce, over which no doctor proscribes, but he goes on taking one whole bottle to get, as it were, the pep from the 16 per cent of alcohol. We know that Waterbury's Compound has certain poisons

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in small dozes, guicol and creosote. Preparations in which the presence of alcohol is notified is being consumed in much larger doses than any reasonable physician would prescribe, just because of its alcoholic content. When even that is difficult to be checked, I cannot for a moment consider how it will be possible to check misuse of these preparations.

Let us now come back to the case of self-generated alcohol.

Mr. Speaker. The hon. Member's time is up.

Shri V. P. Nayar: I would only submit that this legislation as it appears in print is so good. We all of us want more money to be collected from luxury articles. But I do not agree that all the toilet preparations are luxury articles. Alcohol is also used for soap manufacture. Soap today cannot be called a luxury article. Some of the hair creams or hair oils may be considered to be luxury articles. Today our position is such that most of the ordinary people are forced to use some of the toilet preparations in their daily use. If you say that tooth paste is a luxury, I would not agree. Even so, I am prepared to agree that the net should be cast and the maximum revenue should be collected. But how are you going to collect it? This is my doubt. We agree that some articles on which a duty is proposed to be imposed can pay the duty, because there is so much of profit in their manufacture. It is also possible that those people who want it for their own consumption may be able to pay a little extra which will go to Government. Even so, the fact remains that it is impossible for any State to cover the excise duty from the various preparations, just because it is a very highly technical matter and no State is capable of finding out adequate machinery for the analysis or synthesis of these various articles in order to arrive at the duty which is fixed primarily on the quantum of alcohol, calculated in terms of London proof spirit.

I would, therefore, request the hon. Minister to modiy this Bill and to be more precise in the use of the word "alcohol" the existence of which forms the basis of the increase or decrease in duty, because it will avoid all complications in future.

It is the right of everyone to go to a court and claim a remedy, so long as he is able to convince the court that the assessment of duty has not been fair, or the duty was charged on what the legislature did not intend. I do not want the country to know that this legislature has passed this measure without understanding what is commonly understood by alcohol as distinguished from what is understood by the word alcohol in Chemistry. I would urge the hon. Minister to consider this proportion.

I do not find fault with the hon. Deputy Minister. He has a prepared brief and he cannot be expected to know chemistry. Even the little chemistry. Even the little chemistry which he might have studied for graduation may have been long forgotten and he may not have the time to refresh his memory. Even then it is for us to consider whether in this context we can leave the provision so vague, so that it will form a tool in the hands of tax officials for the perpetual harassment of the small manufacturer. I do not want the House to pass this measure because there is no possibility of finding out the basis of taxation. Tax officials will have blanket powers with which they can go and extract money from people who live only by the manufacture of these articles.

I am glad that generally on Ayurvedic preparations the duty has been reduced. Even then it is impossible to collect the duty on Ayurvedic preparations manufactured by hundreds of people throughout the country. I would request the hon. Minister to

consider these aspects in detail. If he does not mind, he can conduct some of his advisers in chemistry also and if there is a process which is an easy one whereby the London proof spirit can be found out, I am all with him to collect the duty. Until that is there, we should not give an opportunity and potential for harassment in the hands of tax officials who collect the duty.

Therefore, I oppose this Bill as it is inadequate, in complete and does not specify the exact intentions of this House.

डा० सुशीला नायर (झांसी) : अध्यक्ष महोदय,

श्री वें० प० नायर : माननीय सदस्य अंग्रेजी में बोलें।

We want to understand the hon. Member.

Dr. Sushila Nayar: Sir, I find myself in wholehearted agreement with most of what Shri V. P. Nayar has said, with one or two exceptions. Sir, this Bill, I think, has been drafted in a hurry and due thought has not been given to the various implications of it. It is perfectly true that no calculate the duty, as it has been stated in the Bill, in terms of London proof spirit, will be almost an impossible job, particularly in view of the fact that the streng h of alcohol is not uniform in most of the preparations in our country.

So far as Ayurvedic preparations are concerned, their standardisation has been a big bone of contention. The percentage of alcohol varies so greatly that unless arrangements are made to analyse almost every preparation from every manufacturing house, and not only that a sample is taken out of every batch, it would not be possible to say what percentage of spirit there is.

It seems to be a strange irony that under Shri Morarji Desai as Finance Minister these ayurvedic drugs are being practically exempted from excise duty. The duty is so low on Ayurvedic drugs. It is a well known fact, and Shri Morarji Desai must be aware of it, that in the State of Bombay, when they introduced prohibition rather strictly, the consumption of *Dhrakshasava* and *Arishtasave* went up so considerably that the authorities thought it necessary to analyse some of these *asavas*. The percentage of alcohol found in them was anything from 18 to 20 per cent. whereas in the ordinary wines etc., the western drinks, I am told the percentage is only 5 to 6 and sometimes perhaps 8 per cent. Therefore, these *asavas* and other ayurvedic alcoholic preparations are the ones that are capable of being used for the breach of prohibition laws. They are the ones that are liable to be used non-medicinal purposes. But the duty thereon has been so considerably reduced as to make it ridiculous, compared with duty charged or ordinary alcoholic the medicines.

To think in terms of charging such a heavy duty on alcoholic medicines is, I think, a most unfortunate measure. After all, whatever Shri V. P. Nayar might have said, it is very rare that people will go and drink up tinctures, medicinal tinctures, for the simple reason that most of these tinctures are not tasty; many of them are bitter. There are very few tinctures like tincture cardamom which may be capable of being used in larger quantities.

Shri V. P. Nayar: May I interrupt my hon. friend for a minute? In one State, which I do not wish to name, the consumption of tincture zingiberis, which is probably a more bitter tincture than any other tincture, rose by 140 times in the course the year in which they introduced prohibition.

Dr. Sushila Nayar: I do not think my friend has added anything to what I was saying myself. I mentioned cardemom; tincture zingiberis is another tincture which can be used for putting into some kind of cold drink and consumed like that.

Shri V. P. Nayar: Sixteen ounces.

Dr. Sushia Nayar: What I am trying to say is that, by and large, the medicinal tinctures wherein the proportion of alcohol is relatively speaking more constant, are less liable to abuse. But these are the medicines that are being heavily taxed, and the preparations which are commonly abused, which have a much higher percentage of alcohol, going by the name of ayurvedic preparations, are being charged a very very low duty in this Bill. I think this is a completely wrong way of thinking.

As a matter of fact, State should provide free medicines to the people. I am one of those who stand for socialised medicine. There are many people in our country today who cannot stand the expenses of purchasing medicines. And on top of that we want to add to the cost of those medicines by levying duties of the type that are proposed in this Bill.

I am sorry that it is considered fit to lump together cosmetics and medicines. What is common between them? I can understand the increase of duty on cosmetics. I do agree that there are certain ordinary items that are used commonly. But even if, instead of some of the creams, people use some simple things like what our grandmothers used to use, it would not do any harm to anybody. Therefore, while I can support the levy of duty on cosmetics, I find myself unable to support the levy of this excessive duty on medicinal preparations in which alcohol is used. After all, a child may be very seriously ill with pneumonia or something, and a little bit of stimulant tincture or alcoholic medicine may have to be given to this child. Why should the cost of that little bit of alcoholic medicine be increased making it harder on the parents to buy that midicine? So long as we are not in a position to introduce socialised medicine in this country, the least that we can do is to lower the cost of medicines to the maximum extent possible so as to make them available to the common man, rather than go on introducing measures which increase the cost of the medicines.

I entirely with agree with Shri V. P. Nayar that the assessment of the alcoholic content is going to be so very difficult that it will be just on an *ad hoc* basis that they will assess these duties and it is liable to cause a considerable amount of harassment to the small shop-keepers, chemists, druggists and so on.

I therefore suggest to the hon. the Deputy Finance Minister to please hold over this Bill till the next session. I have not tabled any motion. I am sorry, I did not notice that this Bill was coming up today; otherwise I might have introduced some amendments or perhaps introduced a motion for the reference of the Bill to a Select Committee. Not having done that earlier, I am not in a position to do it now. But I do commend it to the hon. the Deputy Finance Minister not to rush through this Bill but to give consideration to the points that have been brought to his attention.

Dr. Melkote: I associate myself entirely with the expression of views, I should say, objections to the introduction or the consideration of this Bill itself.

First of all, I feel that it does no good to anybody. I have to say this so strongly for the simple reason that Shri V. P. Navar was perfectly correct in what he said, namely that the innumerable number of chemists and shop-keepers would be harassed by the enactment of this law. It is impossible, as things stand, and with the present arrangements, even in the capitals of most of the States to assess the percentage of alcohol in many of these medicinal preparations. And if one has got to test the innumerable preparations that are in the market, the very object for which this Bill has been brought would be defeated, as Government would find it very difficult to test all these preparations.

This Bill has been introduced possibly with two objectives. One is to raise revenue, and the other is in order that many of these medicinal preparations, which contain a large percentage of alchol, may not be palmed off on the public.

Whilst we weclome any measure of taxation which would raise money for the exchequer in a proper manner, we have also to raise our voice against this imposition on actual medical preparations which are necessary for the common public.

It is not merely a question of taxation. The tax structure may be very low. But if there is an imposition of fines, many of these people who make medicinal preparations that do not conform to the specifications will not do so, or many of these manufacturers will not resort to such underhand dealings as they have been doing till today. This is one aspect of the question which has been spoken of in the House, and I entirely agree with it.

The second aspect is this, and it relates to the term 'consumption'. That consumption, again, does not exactly specify whether it is internal or external. For instance, as far as tincture of iodine which is almost used externally, is concerned, is it 'consumption'? And would you, again, find out the percentage? Tincture of iodine is prepared with a particular percentage. But oftentimes it is not. How are you going to assess the tincture of iodine prepared by various medical practitioners in their own dispensaries? How are you going to find it out, and how are you going to penalise such a doctor?

These are some of the objectionable features which are there. Therefore, I felt that a reference of this Bill to a Select Committee would be most welcome. I have not, as Dr. Sushila Nayar has also said, tabled any amendment to this effect, and I am saying it only now. I feel however, that either the Bill should be withdrawn or it should be referred to a Select Committee.

Shri Warior (Trichur): The main Act has been in operation for some time now and we have gained some experiences as a result of the working of the main Act. We had also the opportunity to represent certain matters concerning the imposition of the excise duty on Ayurvedic preparations. There are certain reputed Ayurvedic firms in the land, and they have been dealing in these preparations. It is not only that, but many a patient had been taking advantage of these Ayurvedic institutions. Now, these institutions are put to such a harassment that not only have they lost their entire business, but the patients also are not able to take advantage of them.

We had referred this matter to the Health Ministry once, and the officials of the Health Ministry told us that they were in no way connected with the excise duty, and that it was an affair of the Finance Ministry.

13·42 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

The Finance Ministry has imposed this duty on the alcoholic preparations, as they call them, but actually they are not alcoholic preparations. In the Ayurvedic medicines, especially in the arishtas which are generally manufactured even in the homes and which are very common in the Kerala State, for instance, alcohol is coming out of them indigenously and not by means of any external application; and they say that because the content of alcohol is such and such a percentage, therefore, they must come within the mischief of this enactment, and they cannot exempt them. Actually medicines and health are the responsibility of the Health Ministry, but that Ministry is impotent in this matter, because the Finance Ministry would not allow them any exemption at all. If at all they are willing to give exemption, it is only in the case of ordinary preparations.

[Shri Warior]

In our homes, we prepare all these arishtas, and we do not go to the shops to purchase them, because it is as if everything lies on the palm of one's hand. Our people know how to prepare them in their own homes. They know how to prepare drakshasava or dashamoolarishta, for instance. Dashamoolarishta is taken by people for simple cold, without any prescription; they can just go to an Ayurevdic shop, and take an ounce or two of dashamoolarishta to get relief from cold, and they never get intoxicated by that. I have not seen anybody becoming intoxicated on account of that. If a person is purposely going in for an intoxicant, then he can have recourse to so many other things also. While in jail, I have seen some addicted fellows taking *nux vomica*. You know, Sir, that *nux vomica* is not a sweet thing; I have not taken it, but I know that *nux vomica* is considered even to be a poison but the powder of *nux vomica* which is available in allopathic shops and in allopathic drugs is taken by people. I asked those fellows how they could take it because it was such a bitter thing. They said that something was better than nothing. So, the addicted fellows were taking that.

I know also, for instance, that in some prohibited areas methylated spirit is taken with lime juice added to it; and addicted people take it without knowing whether it will actually kill them or kill their health. In this way, the addicted fellows have recourse to so many things. All these things cannot be taken into consideration when we are considering genuine *bona fide* things. Just li ke black-market, this is a case of 'black drinking'. We cannot take any action against such things through the excise duty, and we cannot prohibit all these malpractices by the imposition of the excise duty. There are certain necessary enactments to prevent such things, and they must take their own course.

But, in this particular case, thousands of ordinary people who cannot afford to have the highly-priced medicines coming from outside have only to depend upon the indigenous Ayurvedic medicines as far as I know. The hon. Minister himself admits that he does not know the techniques of all these things. Naturally, he cannot be expected to know about them; he knows only the technique of economy. So, at least, he should seek the help of the Health Ministry in this matter. Suppose the Health Ministry says that such and such a medicine should be exempted, then the only question that the Finance Ministry look to is the income; somehow, by hook or crook, by fair means or foul means, whether there is harassment or there is no harassment, the money must come; if that is the policy that Government adopt then it is impossible to argue with them. We do not believe that that is the policy....

Mr. Deputy-Speaker: No means are foul when they are to be approved by Shri Warior himself here in this Parliament.

Shri Warior: No. Shri V. P. Nayar was saying, that the original enactment went off without being taken much note of by Parliament. I do not know whether he was present or not. Anyhow, at least now, we know the implications of the enactment. In the beginning, we do not know the ramifications of it or the working of it. It is only out of the experience that we gain as a result of the implementation of the Act that we know whether it is good or bad for the people. I am speaking today only from that angle.

As far as the alcoholic preparations are concerned, as far as the import of alcoholic preparations is concerned, and as far as the cosmetics are concerned, I have no objection to the imposition of the excise duty. My submission is only in a limited sphere, namely, in regard to the Ayurvedic preparations, and even there, only in regard to the arishtas and asavas prepared by the reputed,

they are put to harassment, then what shall we do? At least, that much portion of the authority must be delegated to the Health Ministry. If the Health Ministry certifies that such and such preparations should be removed from the list or be exempted from the duty, then the Finance Ministry must be kind enough to agree to that. Now, not only the business is ruined, but the people also are suffering.

Besides, sometimes, by seeing the label Drakshasava, people may think that it is only Drakshasava, but, they fill up the bottle actually with alcohol. Is the imposition of the excise duty a necessary remedy to curb that evil? I do not quite know. The excise duty is only on genuine alcoholic preparations. But these are not at all alcoholic preparations. Of course, there is a certain percentage of alcohol, in them, but that is not extraneous alcohol. It is really a case of fermentation, just as in the case of curd or butter-milk. Just as curd or butter-milk ferments, this also ferments. But this is not taken just for intoxicating purposes. I do not know by what stretch of imagination the Finance Ministry has extended this levy even to these innocent preparations by which thousands and millions of people take succour and get relief.

Hence, I plead with the Ministry, in all sincerity, that these preparations, prepared by reputed and reliable firms, certified by the State Governments, must be left out, and the other things must be brought within the mischief of this enactment.

श्री राघे लाल व्यास (उज्जैन) : उपाध्यक्ष महोदय, जहां तक इस बिल का सम्बन्ध है, इस में जो ट्रांयलेट प्रिपरेशंस हैं जिन पर अलग अलग ड्यूटियां थीं, उन को अब समान रूप से लगाया गया है और जो आयुर्वेदिक औषधियां हैं, जिन में कहा जाता है कि अल्कोहल की कुछ मात्रा होती है, उन पर ड्यूटी को कम किया गया है। कुछ माननीय सदस्यों ने बतलाया कि इस से कुछ छोटे निर्माताओं का हैरसमेंट होता है, उन को बड़ी दिक्कत होती है, लेकिन इस बिल के पास न करने से वे खत्म नहीं हो जातीं, क्योंकि ड्यूटी तो अब भी है। कम है, यह अवश्य है। ड्यूटी की मात्रा का फर्क है, उस से हैरेसमेंट समाप्त नहीं होता। अगर इस बिल को ड्राप भी कर दिया जाय तो हैरसमेंट तो वही रहता है क्योंकि ड्यूटी तो लगी हुई ही है। सलिये जो माननीय सदस्यों ने यह कहा कि इस बिल को ड्राप कर दिया जाय, यह बात मेरी समझ में नहीं आती।

जहां तक उन आयुर्वेदिक औषधियों का सम्बन्ध है जिन में अपने आप अल्कोहाल पैदा हो जाता है, उन पर ३ रु० प्रति गैलन से घटा कर १।।। रु० प्रति गैलन ड्यूटी की जा रही है।

श्री श्रीनारायण दास (दरभंगा) : नोटिफिकेशन के जरिये से पहले से ही आयुर्वेदिक प्रिपरेशन्स पर ड्यूटी घटा दी गई है।

श्री राघे लाल व्यास : ठीक है, लेकिन कानून तो बनाना ही पड़ेगा, केवल नोटिफिकेशन से काम नहीं चलता। कानून जरूरी है।

लेकिन मैं यह निवेदन जरूर करूंगा माननीय मंत्री जी से कि जहां तक आयुर्वेदिक औषधियों का सम्बन्ध है, उन पर वह गंभीरता से विचार करें कि जिस तरह कानून के द्वारा प्रतिबन्ध लगाया गया है कि वहां पर केमिस्ट रक्खे जाने चाहियें, यह कहां तक व्यवहार्य है और कहां तक जरूरी है। वे इस पर इसलिये सोचें कि काफी लोग, खास कर छोटे छोटे निर्माता जो आसव और अरिष्ट बनाते हैं "द्राक्षासव" और "अशोकारिष्ट" आदि मिला दिया करते हैं, लेकिन आसव और अरिष्ट कई तरह के होते हैं। ये आसव और अरिष्ट आयुर्वेद की बहुत ही उपयोगी और कारगर औषधियां हैं। जैसे रस उपयोगी हैं वैसे ही

[श्री राधे लाल व्यास]

आसव और अरिष्ट भी भिन्न भिन्न रोगों के लिये बड़े उपयोगी सिद्ध हुए हैं। माननीय सदस्य डा० सुशीला नायर ने कहा कि आयुर्वेदिक औषधियों में आसव और अरिष्टों का काफी नशा लाने के पेयों के रूप में उपयोग होता है। मैं कहता हूं कि कोई चाहे किसी आसव की एक या दो बोतल तक पी ले उन को नशा नहीं होगा। मैं तो कहता हूं कि कोई पी कर देखे। मैं ने एक बार सदन में कहा था स्वास्थ्य मंत्री से कि आप चाहे किसी आसव या अरिष्ट की दो चार बोतल तक पी कर देख लें और अगर आप को थोड़ा भी नशा हो जाय तो इन चीजों पर टैक्स लगा दें।

Shri V. P. Nayar: It only works as a laxative.

उपाध्यक्ष महोदय: स्वास्थ्य मंत्री तो इस वक्त यहां नहीं है। लेकिन जब माननीय सदस्य ने खुद पी कर देख लिया है तो स्वास्थ्य मंत्री को पीने की क्या जरूरत है।

श्री राधेलाल व्यास: मैं ने पिया तो नहीं है। मैं समझता हूं कि कोई दो बोतल पी नहीं सकता, लेकिन मैं ने वैद्यों से तलाश किया है। उन का कहना है कि उस में एल-कोहल की ऐसी मात्रा नहीं होती है कि जिस से नशा आ जाय। उस में औषधियां मिलाई जाती हैं, शहद होता है और कुछ अंगूर होता है। इन सब को सील बन्द कर के चालीस दिन तक रखा जाता है। तो इन में फरमेंटेशन तो हो ही जाता है। लेकिन उन में जो गुण है वह औषधियों का है, उन में कोई नशा नहीं है। अफीम से फन आसव बनता है जोकि कालरा की बहुत अच्छी दवा है। गन्ने के रस से और नारियल के पानी से नारिकेलासव बनता है। ये आसव बड़े उपयोगी हैं और इस देश में गरीबों के लिये औषधियां बहुत सुलभ हैं और सस्ती हैं। और इन से बड़ा लाभ होता है। ये आसव और अरिष्ट जितने पुराने होते जाते हैं उतने ही अधिक लाभदायक होते जाते हैं। तो मेरा सुझाव है कि इस प्रश्न पर विचार होना चाहिये। यह सही है कि इस की आड़ में कुछ नशीले पदार्थ भी दवाओं के नाम से बेचे जाते हैं, उन पर अवश्य प्रतिबन्ध लगाना चाहिये लेकिन उस का यह रास्ता तो नहीं है कि इन औषधियों पर ड्यूटी लगा दी जाय। कई लोग जो वैद्यक नहीं करते, जिन को इलाज से कोई सम्बन्ध नहीं है, वे लोग कुछ चीजें जोकि नशा करती हैं बना लेते हैं और आयुर्वेदिक दवाओं के नाम से बेचते हैं। उन चीजों पर प्रतिबन्ध होना चाहिये। लेकिन इस प्रकार इन औषधियों पर ड्यूटी लगा देने से वह उद्देश्य पूरा नहीं हो सकता। इसलिये यह नहीं करना चाहिये कि सब को एक ही घाट से उतारा जाय और आयुर्वेदिक औषधियों पर भी ड्यूटी लगा दी जाय। यह उचित नहीं होगा। इस पर गम्भीरता से विचार करने की जरूरत है।

मेरा सुझाव है कि मिनिस्टर साहब इस प्रश्न पर विचार करने के लिए एक कमेटी बनाएं और इस प्रश्न पर इस तरह से विचार किया जाए कि जो छोटे वैद्य हैं और जो किसी एजेंट के द्वारा अपनी औषधियां नहीं बेचते बल्कि केवल अपने रोगियों का इलाज करने के लिए ही औषधियां तैयार करते हैं उनकी औषधियों पर ड्यूटी न लगायी जाए। अब तो हर राज्य में आयुर्वेदिक बोर्ड काम कर रहे हैं। जिन वैद्यों के लिए वे बोर्ड यह तसदीक कर दें कि वे अपने रोगियों के लिए ही औषधि बनाते हैं उन पर यह ड्यूटी न लगाई जाए जैसे कि आपने हैंडलूम आदि की काटेज इंडस्ट्रीज को कर से मुक्त रखा है। हां जो बड़े बड़े वैद्य दवाएं बनाते हैं जैसे झंडू हैं या बैजनाथ का कारखाना है, इन पर आप टैक्स लगा सकते हैं क्योंकि इन पर आप कंट्रोल भी रख सकते हैं और ये लोग आपके कानून का पालन भी ठीक तरह से कर सकते हैं, कैमिस्ट भी रख सकते हैं। लेकिन छोटे वैद्य न तो कैमिस्ट रख

सकते हैं और न आपके कानून की दूसरी शर्तें पूरी कर सकते हैं । अगर उन पर यह ड्यूटी लगायी गयी तो इसका परिणाम यह होगा कि उनका काम बन्द हो जाएगा । तो इस पर इस दृष्टि से विचार किया जाए कि छोटे वैद्य अपने रोगियों के लिए दवा तैयार करते हैं उनका हैरासमेंट न हो । अगर आप ऐसा नहीं करेंगे तो उसका परिणाम यह होगा कि ऐसे छोटे वैद्यों को हैरास किया जाता रहेगा पर आपको कोई लाभ नहीं होगा अफसरों को तनखाह आदि देने में आपका काफी पैसा खर्च होगा ।

इन शब्दों के साथ मैं इस विचार का हूं कि यह बिल तो पास कर दिया जाए, लेकिन नए सिरे से इस प्रश्न पर अध्ययन करके आयुर्वेदिक औषधियों के लिए एक दूसरा बिल लाया जाय । इतना ही मुझे निवेदन करना है ।

श्री श्रीनारायण दास : उपसभापति महोदय, जब सन् १९५५ में मैडिसिनल एंड टायलेट प्रिपेरेशन्स ऐक्ट पास किया गया उससे पहले आयुर्वेदिक औषधियों पर कोई कर नहीं लगाया गया था । वह पहला समय था कि जब उस ऐक्ट द्वारा उन आयुर्वेदिक औषधियों पर कर लगाया गया जिनमें स्वयमेव एलकोहल पैदा हो जाता है । इस कारण उन वैद्यों के काम पर बड़ा धक्का लगा जो कि इस प्रकार की औषधियां जिनमें अपने आप एलकोहल पैदा हो जाता है अपने रोगियों के लिए तैयार करते थे । इन वैद्यों ने चारों तरफ से गवर्नमेंट को रिप्रेजेंटेशन भेजे जिनके फलस्वरूप एक नोटिफिकेशन के द्वारा उस कर को आधा कर दिया गया । तो यह तो खुशी की बात हुई । लेकिन जहां तक छोटे वैद्यों की दिक्कतों का सवाल है वे किसी प्रकार भी हल नहीं हुई । अभी भी देश में बहुत से वैद्य ऐसी दवायें तैयार करते हैं जिनमें अपने आप एलकोहल पैदा हो जाता है । लेकिन जैसा कि कई माननीय सदस्यों ने कहा है उनमें कोई नशा नहीं होता । वे तो दवाएं हैं और एक प्रकार के पौष्टिक पदार्थ हैं जिनको आयुर्वेद के जानने वाले छोटे छोटे वैद्य बनाते हैं ।

इस बिल का दायरा बहुत सीमित है । इसके जरिये जो पहले गैलन के हिसाब से कर लगाने की प्रणाली थी उसको बदल कर मीट्रिक प्रणाली में किया जा रहा है । इसलिए यह ऐसा मौका नहीं है कि मैं आयुर्वेदिक दवाओं पर कर हटाने पर जोर दे सकूं लेकिन जब इस प्रकार का विधेयक सदन के सामने है तो जनता के प्रतिनिधि के रूप में मैं इसको अपना कर्तव्य समझता हूं कि इस ओर सरकार का ध्यान आकर्षित करूं कि जो छोटे छोटे वैद्य इस प्रकार की दवाएं बनाते हैं जिनमें अपने आप एलकोहल पैदा हो जाता है उन को इस कर के कारण बड़ी कठिनाइयों का सामना करना पड़ता है । मैं यह भी कहना चाहता हूं कि देश में बड़ी तादाद में लोग, करीब ५०–६० प्रतिशत लोग, इन दवाओं का प्रयोग करते हैं और इस प्रकार जो वैद्य ये दवाएं तैयार करते हैं उनसे उनका काम चलता है । इसलिए मेरा सुझाव है कि जो आयुर्वेद के वैद्य इस प्रकार की दवाएं बनाते हैं जिनमें अपने आप एलकोहल पैदा हो जाता है, उन पर कोई कर न लगाया जाए । लेकिन जैसा कि माननीय सदस्य श्री व्यास जी ने बताया, इस देश में जो बड़े कारखाने हैं जो इस प्रकार की दवाओं को बनाते हैं उन पर सरकार कुछ इस प्रकार का कर लगा सकती है । यह इतना नुकसानदेह नहीं होगा । लेकिन अगर यह कर उन वैद्यों की दवा पर भी लागू रहेगा जो कि छोटे पैमाने पर अपने रोगियों के लिए देश भर में इस प्रकार की दवाएं बनाते हैं तो उनके व्यवसाय को इससे बड़ा धक्का लगेगा और उनको कठिनाइयों का सामना करना पड़ेगा । ये छोटे वैद्य अपना हिसाब किताब भी ठीक से नहीं रख पाते । वे एक दिन दवा तैयार करते हैं और दूसरे दिन उसे बेच देते हैं । अगर ऐसे लोगों को हिसाब किताब रखने के लिए मजबूर किया जाएगा तो उनको बड़ी कठिनाई होगी । इसलिए यह जरूरी है कि सरकार इस बात पर विचार करे

[श्री श्रीनारायण दास]

कि जहां तक उन छोटे वैद्यों का सम्बन्ध है जो कि इस प्रकार की दवाएं बनाते हैं जिनमें अपने आप एलकोहल पैदा हो जाता है, उन पर कर न लगाया जाए । इन छोटे वैद्यों पर कंट्रोल रखना भी बहुत कठिन होगा ।

इन शब्दों के साथ मैं इस बिल का समर्थन करता हूं पर उम्मीद करता हूं कि सरकार इस पर विचार करेगी कि उन आयुर्वेदिक दवाओं पर जिनमें अपने आप एलकोहल पैदा हो जाता है कोई कर न लगाया जाए और अगर सरकार कर लगाना चाहती है तो केवल बड़े बड़े कारखानों की इस प्रकार की दवाओं पर कर लगाये, लेकिन जो छोटे पैमाने पर इस प्रकार की दवाएं तैयार करते हैं उन पर कोई कर न लगाया जाए ।

Mr. Deputy-Speaker: The hon. Minister.

Shri V. P. Nayar: May I request the hon. Minister through you to kindly withdraw the Bill in view of the fact that not a single Member spoke in support of the Bill? There are medical experts in the House who have spoken. Members from his own Party and from the Opposition have been unanimously against the Bill. I do not think any other Bill has had this fate. This is for the first time that this has happened. So in defence to the sentiments of the House, I would request the hon. Minister to withdraw the Bill.

Shri B. R. Bhagat: Factually, that is not correct. Shri Radhelal Vyas spoke in Hindi. So probably the hon. Member did not follow him.

Shri V. P. Nayar: He supported the Bill but opposed it.

Shri Nagi Reddy (Anantapur): He spoke in support of the Bill in the hope that the hon. Minister will bring forward another Bill after withdrawing this Bill.

14 hrs.

Shri B. R. Bhagat: I think the hon. Member will give me the right to reply so that I may convince the House that the grounds that have been offered against the Bill are based on wrong facts or on misconception. So, he should wait.

The hon. Member, Shri V. P. Nayar, expressed concern at the way the Act is being administered. He expressed doubts that the administrative machinery is not competent to handle this. More particularly, he said that it is very difficult by chemical analysis to determine the alcoholic content, the quantum. Both from point of fact and from point of chemical analysis, it is not true that this cannot be done or that this is not being done. The Medicinal and Toilet Preparations (Excise Duties) Act, 1955 gives the definition of alcohol. I am quoting from the Act itself.

> "(a) 'alcohol' means ethyl alcohol of any strength and purity having the chemical composition C_2H_5OH;"

This is the chemical formula.

Shri V. P. Nayar: Not C_2H_6O? Ethy alcohol is C_2H_6O.

Shri B. R. Bhagat: This is the precise definition of alcohol given here. So far as the definite side of alcohol is concerned, it is given in the Act itself. So far as the quantum or the strength or purity is concerned, the hon. Member said that it cannot be determined or it is not being determined or rather it is difficult to determine. Let me point out that this is not that this is not only in this that the problem arises.

For example, on the customs side, we are faced with problems every day when partciular types of alcohol come up before us. It is being decided in the chemical laboratories and they judge the precise alcoholic content. That is so far as customs is concerned.

So far as the administrative side is concerned, the proceeds go to the State Governments and each State Government has its own laboratories in which they test these samples. They have two methods. One is the hydrometer which is for rapid determination. Suppose a problem comes as to how much is the alcoholic content. Then, they apply this method. They determine it through the hydrometer. Moreover, they have a continuous testing of all the brands or qualities. They maintain the samples and proper noting is kept. When a new brand comes they test it and a note is kept. They go on having periodical tests and ascertain the alcoholic contents. So, to say that these things cannot be determined and they go on the whims of the tax officials or administrators and these manufacturers are harassed is not correct. The House may come to its own conclusion. But the facts are that administratively we are able to tackle it because we have been doing it for a large number of years. Chemical analysis is becoming more and more perfect. I do not mean to say that there is no weakness. There are weaknesses. There may be, sometimes, problems which baffle such analysis. But it is being tackled and it is not beyond the pale of our chemical experts to tackle this problem. So, it is wrong to base one's conclusion on the presumption that it cannot be chemically analysed and there is complete anarchy so far as.....

Shri V. P. Nayar: I never said that. I said.....

Shri B. R. Bhagat: Let me complete it. You have raised so many points. Let me answer.

Then, we have a Standing Committee consisting of the chief chemist, the Drug Controller and the alcoholic content of all the drugs is being examined.

Hon. Member, Dr. Sushila Nayar, said that in Bombay the *asavas* and *arishtas* were being used as intoxicants. We have power under the Act, if we find, as a result of chemical examination, that the alcoholic contents of *asavas* and *arishtas* are so high that they can be used as intoxicants, to put them outside the pale of the Act and they may attract the higher duty. But the hon. Member, Shri Vyas says that these *asavas* and *arishtas* are different from intoxicants and you can drink bottle after bottle and you will not get intoxicated. He may be correct; I do not know. I have never tasted *asavas* or *arishtas* any time in my life and I do not need them. My own system generates as much vitality. But the fact remains that if the preferential treatment given to an ayurvedic drug is being actually abused, as pointed out by the hon. Member, we have powers under the Act to put it outside the preferential list, so that it will attract the higher duty. That point is taken care of.

The hon. Member, Dr. Melkote said that it is very difficult to determine the alcoholic content of the various patent medicines coming in the market and that it is beyond the capacity of anybody to test them because so many are coming. But he forgets the point that under the Drugs Act, and Rules which is under the control of the Health Ministry, each patent medicine has to give a declaration about the alcoholic content. It has to be decleared how much alcohol each patent medicine contains. Our job is only to test it and find whether what they have declared is correct. We go on having sample tests from time to time. In a large number of cases, they are correct. Where they are not correct we penalise them. It is not as if that the problem is such that we are not able to tackle it. All these assumptions on points of fact are based on absolutely wrong facts. Therefore, the conclusion also is wrong.

Shri Vyas said, let the big ayurvedic manufacturers be taxed, but not the small ones, the cottage industries and others. I may inform him that we have already a proviso to rule 66

[Shri B. R. Bhagat]

under which alcoholic medicinal preparations sold by ayurvedic medical practitioners to their own patients are exempt. So, any vaid who prepares it on a cottage industry scale and gives it to his own patients has not to pay any duty. This gives the benefit to the bona fide ayurvedic practitioners. The duty is attracted only by large-scale manufacturers.

This is not a new Act. We have come in only for an amendment of the Act because of certain things. The first is we are converting the rates in terms of the metric system. Secondly, we are taking this oppotunity, on the demand by most of the States because they are the beneficiaries, of raising the duty on toilet preparations having alcoholic content from Rs. 17|8 to Rs. 32. Thirdly, as a result of the Finance Bill, wherein the Finance Minister has imposed a duty on certain categories of consmeties and toilet preparations, an *ad valorem* duty of 25 per cent, for administrative reasons we have to make it consequently 25 per cent, and 10 per cent, on patent medicines which the Finance Minister has done and which the House has passed. We have to apply it to this Act also. All these three conditions are such that they merit careful consideration. Some hon. Members ask us to stay this Bill or withdraw it. If we withdraw it what will be the position? The position would be worse. Because the prexious Act will remain in force, the metric system will not apply. Rs. 17.8.0 will apply instead of Rs. 32. There is also the Finance Bill. A section of it will attract 25 per cent. ad *valorem* duty on consmetic and toilet preparations and ten per cent. *ad valorem* on patent proprietary medicines. So, from whatever point of view we see, it would not be advisable at this time to either postpone it or to refer it to a Select Committee, as some hon. Members said. Why should it be referred to a Select Committee? It is only a simple measure, there is no new principle involved. I agree that we have to perfect the administrative system with regard to the chemical analysis to find out and determine the quantum or strength of the alcohol. I agree that it should be strengthened but it is being done every day. All the fears that have been expressed by hin. Members are not based on facts. We are streamlining it and postponing the Bill will mean chaos. Certain measures had already been passed by the House and unless consequential changes are made, the position would be worse. So, I commend this Bill for passing by the House.

Mr. Deputy-Speaker: The question is:

"That the Bill to amend the Medicinal and Toilet Preparations (Excise Duties) Act, 1955, be taken into consideration.".

The motion was adopted.

Mr. Deputy-Speaker: The question is:

"That Clause 2 stand part of the Bill."

The motion was adopted.

Clause 2 was added to the Bill.

Clause 3. *(Amendment of Schedule)*

Shri B. R. Bhagat: Sir, we have an amendment; it is a long one. It has already been circulated. There is a small correction which I would like to make in that before it is adopted

here. It is said in this amendment in the Explanation I—

"Patent or proprietary medicine' has the same meaning as in clause (d) of Section 3....".

In place of (d), it should be (h). I explained this amendment while making the main motion. It is consequential change because we have changed the Drugs Act. The principle of this amendment is all explained in the Bill and so I need not take the time of the House in explaining it further.

Amendment made:

Page 2.—

for lines 3 to 38, substitute—

"THE SCHEDULE

(See Section 3)

Item No.	Description of dutiable goods	Rate of duty
	Medicinal Preparations	
1	Medicinal preparations, being patent or proprietary medicines, containing alcohol and which are not capable of being consumed as ordinary alcoholic beverages	Ten per cent. *ad valorem.*
2	Medicinal preparations, containing alcohol, which are prepared by distillation or to which alcohol has been added, and which are capable of being consumed as ordinary alcoholic beverages.	Rupees three and eighty-five naye paise per litre of the strength of London proof spirit.
6	Medicinal preparations, not otherwise specified containing alcohol—	
	(*i*) Ayurvedic preparations containing self-generated alcohol, which are not capable of being consumed as ordinary alcoholic beverages.	Nil
	(*ii*) Ayurvedic preparations containing self-generated alcohol, which are capable of being consumed as ordinary alcoholic beverages.	Thirty-eight naye paise per litre.
	(*iii*) All others . .	Rupee one and ten naye paise per litre of the strength of London proof spirit.
4	Medicinal preparations, being patent or proprietary medicines, not containing alcohol, but containing opium, Indian hemp, or other narcotic drug or narcotic.	Ten per cent. *Ad valorem.*
5	Medicinal preparations, (not being patent or proprietary Medicines), not containing alcohol, but containing opium, Indian hemp, or other narcotic drug or narcotic.	Nil.
	Toilet Preparations	
6	Toilet preparations containing alcohol, or opium, Indian hemp, or other narcotic drug or narcotic.	Twenty-five per cent. *ad valorem.*

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Explanation I.—"Patent or proprietary medicine" has the same meaning as in clause (h) of section 3 of the Drugs Act, 1940 (23 of 1940).

Explanation II.—Where any article is chargeable with duty at a rate dependent on the value of the article, such value shall be deemed to be,—

(a) the wholesale cash price for which an article of the like kind and quality is sold or is capable of being sold at the time of the removal of the article chargeable with duty from the place where the duty is leviable thereon in accordance with the provisions of section 3, or if a wholesale market does not exist for such article at such place, at the nearest place where such market exists; or

(b) where such price is not ascertainable, the price at which an article of the like kind and quality is sold or is capable of being sold by the manufacturer or his agent, at the time of the removal of the article chargeable with duty from the place where the duty is leviable thereon in accordance with the provisions of Section 3, or if such article is not sold or is not capable of being sold at such place, at any other place nearest thereto:

Provided that in determining the price of any article under this Explanation, no abatement or deduction shall be allowed except in respect of trade discount and the amount of duty payable at the time of the removal of such article from the place where the duty is so leviable.

Explanation III.—"London proof spirit" means that mixture of ethyl alcohol and distilled water which at the temperature of 51 degrees Fahrenheit weighs exactly 12/13th parts of an equal measure of distilled water at the same temperature.

Explanation IV.—Where in respect of any dutiable goods the unit of assessment for the purpose of any duty under this Act is a litre of the strength of London proof spirit, the duty shall be increased or reduced in such proportion as the strength of the dutiable goods is greater or less than that of the London proof spirit."

—[*Shri B. R. Bhagat*].

Shri Shree Narayan Das: The clause, as amended, may have to be put to vote before the Enacting Formula and the Title are put to vote.

Mr. Deputy-Speaker: The question is:

"That Clause 3, as amended, stand part of the Bill."

The motion was adopted.

Clause 3, as amended, was added to the Bill.

Clause 1, Enacting Formula and the Long Title were added to the Bill.

Shri B. R. Bhagat: Sir, I beg to move:

"That the Bill, as amended, be passed."

Mr. Deputy-Speaker: Motion moved:

"That the Bill, as amended, be passed."

Shri V. P. Nayar: Sir, I want to refer, in particular, to a misrepresentation of fact which the hon. Minister was pleased to make in respect of the points which I urged. I never for a moment said that the presence of alcohol could not be determined at all. I said that there are a number of chemicals for that. If the hon. Minister wants them, as he claimed to have no special knowledge, I am prepared to help him with that much knowledge

of chemistry. There are a number of chemicals which can be used to find out the presence of alcohol in aqueous solutions and anhydrous alcohol can be detected. I agree that it is possible to determine the percentage of alhocol. But the point I urged was different The basis of assessment of duty is not either the presence of alconol or the precentage of alcoholic content. The duty becomes assessable only on the basis of alcoholic content calculated in terms of 'London proof sipirit' for which there is a definition. You were not in the Chair, then, Sir. 'London proof spirit' is a very technical word. It means that mixture of ethyl alcohol and distilled water which at the temperature of 51 degrees Fahrenheit weighs exactly 12/13th parts of an equal measure of distilled water at the same temperature. I want to ask the hon. Minister: how many samples have been determined on the basis of this 'London proof spirit' and then duty assessed. He said about the customs. If it is a case of ayurvedic preparation, every village out of the 500,000 villages will manufacture. In the case of customs there are only 5-6 or 10—15 ports; it is easy. The incoming goods are there. So, it is not calculated on the basis of the 'London proof spirit' or the U.S. proof spirit. There is another thing like the U.S. proof spirit. It is not on the basis of that that the duty becomes payable. It is on the basis of the presence of alcohol which can be easily determined. As I said at the outset, if the hon. Minister had heard me, the compilation and comparison of the refractive index would become necessary in order to determine the content of aqueous solutions. He seems to have had the advantage of consultations after I gave this point and if so let him tell us in how many cases the duty has been assessed taking into account the quantity of alcohol calculated in terms of London proof spirit. Otherwise, we cannot agree to this legislation.

The second point made by him was that none of us were here when that law was passed. But nothing is beyond Parliament. Although we have committed ourselves to the principles of the Bill, there is no rule or law which compels us to adhere to it for eternity we can change the law when we find it difficult. But he said that this had been there and nobody has questioned it. I cannot agree to it for a moment. I still believe and hold that no in one case duty would have been assessed on the basis on which duty is assessable under the Act.

I pointed out a third difficulty also. This legislature cannot say alcohol and leave it to courts to interpret it. It will create a number of difficulties. As I pointed out, alcohol has two meanings. Popularly, alcohol means ethanol. But it also denotes in a general sense a group of organic compounds of which ethanol happens to be one; there are several others..I do not want to enumerate them. He should not, therefore, leave it vague like this because ethanol is not the only alcohol which goes into toilet preparations; there are every so many other kinds.

Then, we want to know how much has been collected as duty last year on account of this. The Act was enforced already. How much does he expect to collect this year?

Shri B. R. Bhagat: I must concede that the knowledge of chemistry of the hon. Member is several times greater than mine. But so far as I have been able to ascertain, the difficulty about the determinant concept in regard to London proof spirit which the hon. Member has raised is not experienced by as in the department for the simple reason that they have been assessing the duties on this method not only under this Act but also previous to this, namely, when the State Excise Act was in operation. So, for decades, this was our experience.

Secondly, so far as our experience goes in respect of the determinant concept or principle, as far as I understand, the London proof spirit has

[Shri B. R. Bhagat]

been defined as the mixture which at 51 degrees Fahrenheit has a certain weight. We have also a standard conversion table applicable in all such cases and which has been evolved as a result of experience, just as we have the tables in the case of petrol. Although referring to the determinant concept of principles in regard to London proof spirit will be difficult, because of the conversion tables it has been easy to determine it. So, it is not a problem of the nature and dimension which the hon. Member made out.

Shri V. P. Nayar: The conversion table has no legislative sanction. Only the Bill is legislative sanction.

Shri B. R. Bhagat: The conversion tables are there and they are being operated and they are more or less accurate.

Shri V. P. Nayar: If you definitely say it in the provisions of the Bill it will become law. The conversion table is not law.

Shri B. R. Bhagat: It is true, but it has been evolved through experience. Just as in the case of the metric system and in the case of petrol, etc., we have an exact table ready at hand. For instance, if you go anywhere, you will see the grocer consulting the conversion table in the shop to sell the commodities. Similarly, we have this conversion table and it is easier to operate accorded to that.

Then, about the revenue which we have got—

Shri V. P. Nayar: In how many cases is this levied?

Shri B. R. Bhagat: We are determining it through that system. There is no other system. It is difficult for me to say in how many cases it is done. It is being done on that basis, namely, the conversion table. The revenue at present from medicinal preparations is Rs. 69 lakhs and from toilet preparations Rs. 12 lakhs. The total is thus Rs. 81 lakhs The additional revenue by the changes proposed in this Bill will be Rs. 15 lakhs. So, it is not much.

Mr. Deputy-Speaker: The question is:

"That the Bill, as amended, be passed".

The motion was adopted.

ORISSA DEMANDS FOR GRANTS*, 1961-62

Mr. Deputy-Speaker: The House will now take up the Demands** for Grants for 1961-62 in respect of the State of Orissa. We have three hours for this subject. Need we apportion time to different Demands or shall we take them as a whole?

Shri Chintamoni Panigrahi (Puri): As a whole.

Mr. Deputy-Speaker: Very well.

DEMAND NO. 1—ELECTION AND OTHER EXPENDITURE RELATING TO THE HOME DEPARTMENT.

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 33,39,074 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Election and other expenditure relating to the Home Department'."

DEMAND NO. 2—JAILS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 31,13,171 be granted to the

*Moved with the recommendations of the President.

President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Jails'."

DEMAND No. 3—POLICE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,92,35,391 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Police'."

DEMAND No. 4—EXPENDITURE RELATING TO THE PLANNING AND COORDINATION AND POLITICAL AND SERVICES DEPARTMENTS.

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 40,01,867 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Expenditure Re'ating to the Planning and Coordination and Political and Services Departments'."

DEMAND No. 5—COMMUNITY DEVELOPMENT PROJECTS ETC.

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 3,67,05,604 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Community Development Projects, etc'."

DEMAND No. 6—RIVER VALLEY DEVELOPMENT

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 13,90,807 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'River Valley Development'."

DEMAND No. 7—EXPENDITURE ON DISPLACED PERSONS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 4,25,000 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Expenditure on displaced persons'."

DEMAND No. 8—STAMPS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,50,256 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of of 'Stamps'."

DEMAND No 9—MINISTERS, CIVIL SECRETARIAT AND OTHER EXPENDITURE RELATING TO THE FINANCE DEPARTMENT.

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 60,33,873 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during

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the year ending on the 31st day of March, 1962. in respect of 'Ministers, Civil Secretariat and other Expenditure re'ating to the Finance Depar'ment'."

DEMAND NO. 10—PENSIONS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 34,53,674 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Pensions'."

DEMAND NO. 11—EXPENDITURE RELATING TO THE EDUCATION DEPARTMENT

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 4,55,76,737 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Expenditure relating to the Education Department'."

DEMAND NO. 12—TAXATION

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 12,48,105 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Taxation'."

DEMAND NO. 13—LAND REVENUE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,54,20,173 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Land Revenue'."

DEMAND NO. 14—EXCISE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 17,91,076 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Excise'."

DEMAND NO. 15—REGISTRATION

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 5,08,033 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Registration'."

DEMAND NO. 16—DISTRICT ADMINISTRATION AND OTHER EXPENDITURE RELATING TO THE REVENUE DEPARTMENT

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 2,11,34,770 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'District Administration and other expenditure relating to the Revenue Department'."

DEMAND NO. 17—EXPENDITURE RELATING TO THE INDUSTRIES DEPARTMENT

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,70,06,301 be granted to the

President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Expenditure relating to the Industries Department'."

DEMAND NO. 18—CIVIL AND SESSIONS COURT AND OTHER EXPENDITURE RELATING TO THE LAW DEPARTMENT

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 23,32,699 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Civil and Sessions Court and other expenditure relating to the Law Department'."

DEMAND NO. 19—STATIONERY AND PRINTING AN OTHER EXPENDITURE RELATING TO THE COMMERCE DEPARTMENT.

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 35,29,830 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Stationery and Printing and other expenditure relating to the Commerce Department'."

DEMAND NO. 20—LABOUR AND EMIGRATION AND EMPLOYMENT ORGANISATION.

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 16,90,311 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Labour and Emigration and Employment Organisation'."

DEMAND NO. 21—TRIBAL AND RURAL WELFARE DEPARTMENT

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,99,05,457 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Tribal and Rural Welfare Department'."

DEMAND NO. 22—MEDICAL AND OTHER EXPENDITURE RELATING TO THE HEALTH DEPARTMENT.

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,48,90,573 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Medical and other expenditure relating to the Health Department'."

DEMAND NO. 23—PUBLIC HEALTH

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 66,10,382 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Public Health'."

DEMAND NO. 24—IRRIGATION

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 5,63,18,145 be granted to the

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President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Irrigation'."

DEMAND No. 25—CIVIL WORKS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 5,55,19,967 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Civil Works'."

DEMAND No. 26—STATE LEGISLATURE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 5,50,455 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'State Legislature'."

DEMAND No. 27—PUBLIC WORKS COMMON ESTABLISHMENT AND OTHER EXPENDITURE RELATING TO THE WORKS DEPARTMENT.

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 50,54,767 be granted to the President, out of the Consolidated Fund of the State of Orissa to completed the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Public Works common establishment and other expenditure relating to the Works Department'."

DEMAND No. 28—ELECTRICITY SCHEMES

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 2,48,82,786 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Electricity Schemes'."

DEMAND No. 29—TAXES ON VEHICLES

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 11,00,972 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Taxes on Vehicles'."

DEMAND No. 30—TRANSPORT SCHEMES

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 1,00,82,105 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Transport schemes'."

DEMAND No. 31—FOREST

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 11,06,44,197 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Forest'."

DEMAND NO. 32—FISHERIES

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 24,23,269 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Fisheries'."

DEMAND NO. 33—COOPERATION

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 37,86,012 be granted to the President, out of the Consolidated Fund of the State of Orissa to Complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Cooperation'."

DEMAND NO. 34—CONTRIBUTION TO LOCAL BODIES

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 13,78,196 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Contribution to Local Bodies'."

DEMAND NO. 35—ANIMAL HUSBANDRY

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 74,63,952 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of Animal Husbandry'."

DEMAND NO. 36—PUBLIC RELATIONS

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 14,52,221 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Public Relations'."

DEMAND NO. 37—AGRICULTURE

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 1,28,40,515 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Agriculture'."

DEMAND NO. 38—SUPPLY DEPARTMENT

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 18,17,400 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Supply Department'."

DEMAND NO. 39—HIRAKUD DAM PROJECT

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 63,50,000 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Hirakud Dam Project'."

DEMAND NO. 40—COMMUNITY DEVELOPMENT PROJECTS

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 22,00,000 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Community Development Projects'."

DEMAND NO. 41—LOANS TO LOCAL FUNDS, GOVERNMENT SERVANTS, ETC.

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 1,43,79,924 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Loans to Local Funds, Government servants, etc.'."

DEMAND NO. 42—COMPENSATION FOR ABOLITION OF ZAMINDARY SYSTEM AND OTHER EXPENDITURE RELATING TO REVENUE DEPARTMENT

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 74,60,000 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Compensation for abolition of Zamindary System and other expenditure relating to Revenue Department'."

DEMAND NO. 43—ELECTRICITY SCHEMES OUTSIDE THE REVENUE ACCOUNT AND OTHER EXPENDITURE RELATING TO THE WORKS DEPARTMENT

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 13,14,80,152 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Electricity schemes outside the Revenue Account and other expenditure relating to the Works Department'."

DEMAND NO. 44—AGRICULTURAL IMPROVEMENTS AND RESEARCH

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 58,23,931 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Agricultural improvements and research'."

DEMAND NO. 45—STATE SCHEMES OF GOVERNMENT TRADING

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 2,54,98,870 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'State schemes of Government Trading'."

DEMAND NO. 46—ROAD TRANSPORT SCHEMES

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 1,67,000 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Road Transport Schemes'."

DEMAND No. 47—CAPITAL OUTLAY ON PUBLIC HEALTH AND CAPITAL ACCOUNT OF CIVIL WORKS RELATING TO HEALTH (L.S.G.) DEPARTMENT

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 28,34,000 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Capital Outlay on Public Health and Capital Account of Civil Works relating to Health (L.S.G.) Department'."

DEMAND No. 48—CAPITAL OUTLAY ON INDUSTRIAL DEVELOPMENT

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 22,68,465 be granted to the President out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Capital outlay on industrial development'."

DEMAND No. 49—CAPITAL OUTLAY ON PORTS (CHANDBALI)

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 84,000 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Capital outlay on ports (Chandbali)'."

DEMAND No. 50—CAPITAL OUTLAY ON PORTS (PARADIP)

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 68,40,400 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Capital outlay on ports (Paradip)'."

DEMAND No. 51—SUBSIDISED INDUSTRIAL HOUSING SCHEME

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 4,17,000 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Subsidised industrial housing scheme'."

DEMAND No. 53—CAPITAL ACCOUNT OF OTHER WORKS RELATING TO HOME DEPARTMENT

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 3,01,160 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Capital Account of other works relating to Home Department'."

DEMAND No. 54—CAPITAL OUTLAY ON FOREST

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 11,04,120 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Capital Outlay on Forest'."

DEMAND NO. 55—CAPITAL EXPENDITURE RELATING TO DEVELOPMENT (CO-OPERATION) DEPARTMENT

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 15,63,000 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Capital expenditure relating to Development (Co-operation) Department'."

DEMAND NO. 57—CAPITAL EXPENDITURE RELATING TO DEVELOPMENT (VETERINARY) DEPARTMENT

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 6,35,000 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Capital expenditure relating to Development (Veterinary) Department'."

DEMAND NO. 58—CAPITAL ACCOUNT OF OTHER WORKS RELATING TO THE PLANNING AND CO-ORDINATION (GRAMA PANCHAYAT) DEPARTMENT

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 5,87,000 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Capital Account of other works relating to the Planning and Co-ordination (Grama Panchayat) Department'."

DEMAND NO. 60—CAPITAL ACCOUNT OF CIVIL WORKS

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 3,43,79,514 be granted to the President, out of the Consolidated Fund of the State of Orissa to complete the sum necessary to defray the charges which will come in course of payment during the year ending on the 31st day of March, 1962, in respect of 'Capital Account of Civil Works'."

Mr. Deputy-Speaker: Is any hon. Member moving his cut motions?

Shri Chintamoni Panigrahi: Sir, I move all my cut motions—Nos. 1 to 44.

Restoration of payment of allowances to the relations of ex-rulers in Orissa which were stopped in 1957 by an unanimous decision of the Orissa Assembly

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Election and other Expenditure relating to the Home Department be reduced by Rs. 100." (1)

Failure to publish the public fund utilisation enquiry committee report

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Election and other Expenditure relating to the Home Department be reduced by Rs. 100." (2)

Failure to effect any improvement in the salaries of the village watchmen in Orissa

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Election and other Expenditure relating to the Home Department be reduced by Rs. 100." (3)

Improper use of secret service money

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Police be reduced by Rs. 100" (4)

Failure to economise the expenses in Government Hospitality Organisation

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Expenditure relating to the Planning and Co-ordination and Political and Services Departments be reduced by Rs. 100." (5)

Grants given to Bharat Sevak Samaj, Orissa Branch

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Expenditure relating to the Planning and Co-ordination and Political and Services Department be reduced by Rs. 100." (6)

Failure to improve rural water supply arrangements in the Block areas

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Expenditure relating to the Planning and Co-ordination and Political and Services Departments be reduced by Rs. 100." (7)

Inadequate provision in respect of improvement of village roads, schools and dispensary buildings

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Expenditure relating to the Planning and Co-ordination and Political and Services Departments be reduced by Rs. 100." (8)

Unsatisfactory working of the community development and national extension service administration in the block areas of the State

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Expenditure relating to the Planning and Co-ordination and Political and Services Departments be reduced by Rs. 100." (9)

Failure to prevent blackmarketing in powdered milk supplied to the national extension service and block areas

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Expenditure relating to the Planning and Co-ordination and Political and Services Departments be reduced by Rs." (10)

Failure to check corruption in Tahsil Offices, in Block Development Offices, in Police Department and in Education Department

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Expenditure relating to the Planning and Co-ordination and Political and Services Departments be reduced by Rs. 100." (11)

Failure to check blackmarketing in the sale of powdered milk in the various N.E.S. areas in the State

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Community Development Projects, etc. be reduced by Rs. 100." (12)

Failure to provide adequate funds for checking floods in the major rivers in Orissa

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head River Valley Development be reduced by Rs. 100." (13)

Failure to improve the drinking water supply position for the people living in the Rourkela Township area

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head River Valley Development be reduced by Rs. 100." (14)

Failure in evolving any rational policy in respect of resettlement in the Hirakud Periphery

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head River Valley Development be reduced by Rs. 100." (15)

Failure in resettling fully the displaced persons of Rourkela

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head River Valley Development be reduced by Rs. 100." (16)

Failure to pay compensation for the lands acquired for Hirakud Project

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head River Valley Development be reduced by Rs. 100." (17)

Failure to resettle the landless people of the State and providing them with lands in Dandakaranya and in other areas

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Expenditure on Displaced persons be reduced by Rs. 100". (18)

Dismissal of more than 300 primary teachers in the district of Puri

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Expenditure relating to the Education Department be reduced by Rs. 100." (19)

Delay in undertaking repair and protection of the Gatiswar temple in the district of Puri

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Expenditure relating to the Education Department be reduced by Rs. 100." (20)

Refusal to accord recognition to the Subhalo L.P. School in the Baliunta Block area in the district of Puri

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Expenditure relating to the Education Department be reduced by Rs. 100." (21)

Failure to re-instate more than three hundred primary teachers who were dismissed in the district of Puri immediately after the enforcement of President's Rule in Orissa

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Expenditure relating to the Education Department be reduced by Rs. 100." (22)

Need to stop forcible collection of loans advanced to the peasants under Grow More Food Scheme in the year 1945

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Land Revenue be reduced by Rs. 100." (23)

Failure to fix rent on the rent free lands of the ex-Rulers and their relations

Shri Chintamoni Panigrahi: I beg to move:

"That the Demand under the head Land Revenue be reduced by Rs. 100." (24).

be reduced by Rs. 100." (10)

Progress in the work of the consolidation of holdings

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head District Administration and other Expenditure relating to the Revenue Department be reduced by Rs. 100." (25)

Top-heavy administration of the Board of Revenue

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head District Administration and other Expenditure relating to the Revenue Department be reduced by Rs. 100." (26)

Grants to Orissa Bhudan Yagna Samiti

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head District Administration and other Expenditure relating to the Revenue Department be reduced by Rs. 100." (27)

Failure to afford timely and adequate relief to victims of fire and cyclone

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head District Administration and other Expenditure relating to the Revenue Department be reduced by Rs. 100." (28)

Failure to provide adequate relief to flood affected people for construction of houses

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head District Administration and other Expenditure relating to the Revenue Department be reduced by Rs. 100." (29)

Failure to effect any improvement in the Government Hospital at Puri

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head District Administration and other Expenditure relating to the Revenue Department be reduced by Rs. 100." (30)

Failure to effect improvement in the S. C. B. Medical College Hospital, Cuttack

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head Medical and other Expenditure relating to the Health Department be reduced by Rs. 100" (31)

Failure to make provision for setting up the third medical college in Orissa

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head Medical and other Expenditure relating to the Health Department be reduced by Rs. 100." (32)

Failure to provide adequate amount of financial assistance for proper resettlement of the people affected by the Foods in the State

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head Irrigation be reduced by Rs. 100." (33)

Failure in implementing effective flood control measures in the State

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head Irrigation be reduced by Rs. 100." (34)

Failure in providing adequate funds for repairs to roads, bridges and embankments damaged by foods

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head Transport schemes by reduced by Rs. 100." (35)

Failure to open the mouth of Chilka Lake to sea for increasing the landing of fish in Chilka

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head Fisheries be reduced by Rs. 100." (36)

Improper use of the money alloted to Public Relations Department

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head Public Relations be reduced by Rs. 100." (37)

Failure to ensure reasonable price for paddy and rice in the State

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head Agriculture be reduced by Rs. 100." (38)

Selection of site for the Balimela Project without consulting the Orissa Government

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head Electricity Schemes outside the Revenue Account and other Expenditure relating to the Works Department be reduced by Rs. 100." ((39)

Need to extend the electricity supply line from Balakati to Banamalipur business centre and from Chandanpur to Khajuria in the district of Puri

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head Electricity Schemes outside the Revenue Account and other Expenditure relating to the Works Department be reduced by Rs. 100." (40)

Need to provide lift irrigation in Brahmagiri area from Bhargabi river

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head Agricultural Improvements and Research be reduced by Rs. 100." (41)

Failure to develop Paradip port as an all-weather port during the Second Plan period.

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head Capical Outlay on Ports (Paradip) be reduced by Rs. 100." (42)

Schemes of Government Trading and trading in iron ore

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head Capital Outlay on Ports (Paradip) be reduced by Rs. 100." (43)

Slow progress in implementing the subsidised industrial housing schemes for the industrial labour in the State

Shri Chintamoni Panigrahi: I beg to move:

"That the demand under the head Subsidised Industrial Housing Scheme be reduced by Rs. 100." (44)

Mr. Deputy Speaker: These cut motions are now before the House.

Shri Chintamoni Panigrahi: Sir, we find that out of Rs. 25 crores which had been sanctioned for 1961-62, about Rs. 16 crores to Rs. 17 crores are taken away by the following items: police, jails, Secretariat Administration, pay of officers, establishment, district administration, sub-divisional administration, Ministers' salary and allowances, Governor's establishment, payment of privy purse to the ex-rulers and payment of allowances to ex-rulers' relations, and payment of interest and loans to the Government of India. So, for the Orissa State, out of Rs. 25 crores for the first year of the third Five Year Plan, which is being talked of so much, about Rs. 16 crores are incurred for all this expenditure which I narrated. Orissa has the lowest per capita income in this country; it is completely backward in regard to

industries; agriculturally also, it is not very much in advance, though 75 per cent of its people are agriculturists, and 75 per cent of its income comes from agriculture. Therefore, for pure developmental purposes, only a sum of Rs. 7 crores to Rs. 8 crores is there, and out of this Rs. 7 crores or Rs. 8 crores, you must allow some amount for refalcation, misappropriation of public funds, and contractors' fees, etc., which is not calculated.

Mr. Deputy-Speaker: How much has he allowed for that in the cut motions?

Shri Chintamoni Panigrahi: It may come to about Rs. 2 crores to Rs. 3 crores.

Mr. Deputy-Speaker: Has he moved an economy cut so far as those amounts are concerned?

Shri Chintamoni Panigrahi: I have moved my cut motions and I shall refer to some important cut motions in the course of my speech. So, this is the position of the State of Orissa when we are going to discuss the Demands for Grants for 1961-62 of the Orissa State.

When the Governor or Orissa addressed the State legislature—unfortunately the State legislature was dissolved within a few days or within one week after he addressed it—he pointed out that there is a tremendous gap so far as trained personnel in the State of Orissa is concerned. He had stated in his address that so far as Orissa is concerned there are very few doctors. He has said that there is an insufficient number of doctors in Orissa. He has also said that there is an insufficient number of agricultural experts in Orissa. He has also said that there are insufficient number of engineers in Orissa. Thus he has said that there is a tremendous gap in the trained personnel in Orissa in all these respects. We would like to know from the Government how far they have been able to overcome these difficulties so far as the lack of trained personnel and this tremendous gap in the number of trained personnel in the State of Orissa are concerned.

Recently, this question came up in this House and the Minister of Health had to admit that of all States in India Orissa is lacking in the number of doctors and therefore the State Government of Orissa is negotiating with a neighbouring Government for getting more than 300 doctors to meet its needs. After 13 years of Independence and ten years of Planning, Orissa has not been able to meet its requirements or needs so far as doctors are concerned. This is an important aspect concerning the health of the people of the State. So, in respect of facilities for giving training to engineers and agricultural experts, you will find that the facilities are lacking in the State of Orissa. Out of 62 medical colleges in India, Andhra Pradesh has six, Bombay 14, West Bengal, six, Assam, just like Orissa, has only one medical college. Orissa also has got just one medical college. Only recently, an attempt has been made to have a second medical college, but it is not yet a full-fledged one. But definite assurances were given that a third medical college in the State of Orissa will come into being in the first year of the third Plan. But in the demands for grants, no provision has been made for setting up a third medical college. It was decided to be set up in Berhampur in the district of Ganjam in Orissa, but no provision has been made.

Coming to the question of engineering colleges, in the whole of India, there are 97 engineering colleges....

The Deputy Minister of Finance (Shri B. R. Bhagat): It is there in the Plan.

Shri Chintamoni Panigrahi: Many things are there in the Plan. But we were told that some attempt will be made in the beginning of the third Plan, so that we

[Shri Chintamoni Panigrahi]

may make a start. But no provision has been made in this budget, although assurances were given that provision would be made in the 1961-62 budget. It is not included in the budget. Some provision should be made so that the construction work of the third medical college may be started right from now on.

There are 97 engineering colleges in the whole of India. Madras has 12 engineering colleges, Andhra Pradesh 9, Bombay 15, etc. But in Orissa, there is only one engineering college. How then is it possible to fill this tremendous gap so far as trained personnel are concerned in this field?

Mr. Deputy-Speaker: Perhaps most of the young men become politicians rather than engineers.

Shri Warrior (Trichur): Politicians are also few. We have to supply some for their elections.

Shri Chintamoni Panigrahi: How is it possible that the acute shortage of Orissa in regard to trained personnel can be solved when the ruling party and the Government have not moved in the right direction in the last 12 years? We thought at least some efforts will be made in the beginning of the third Plan to remove all these difficulties.

I now come to the details of the various demands. In Orissa, it is known that there are no women police. May be that women police were not necessary. But there is a provision made for an Assistant Lady Police Welfare Officer. I do not know whether it is to look after the childern of the police officers. If that is so then it is all right. I thought a lady Police Welfare Officer is necessary only when there are women police, so that their interests may be looked after. But there are no women police and still provision is made for a lady Assistant Police Welfare Officer.

In respect of Utkal University, during the last 5 to 10 years, enough money has been given to the Utkal University. In this year's budget more than Rs. 7 lakhs have been provided for the Utkal University of the most mismanaged universities in India is the Utkal University. Dates for the I.A., I.Sc., B.A., B.Sc., etc. examinations were fixed, but they were changed, because the question papers could not be printed and could not be brought from the State where they were given for printing. So, the examinations could not be conducted. What a shame! So far as printing is concerned, more than Rs. 17 lakhs are provided in the budget for providing a good printing organisation and press for the Orissa Government. But the question papers could not be printed in that State; maybe it is for secrecy. It was given for printing in the neighbouring State of Bengal. Probably the question papers could not be sent by post or the man could not go. All the examinees came to the examination hall, but the question papers were not there. This is the position of the Utkal University and this is how it is conducting the educational affairs. For lack of time, I do not wish to go into the other details of the working of the Utkal University.

Then, there is one organisation called the Bharat Sevak Samaj. Every time we bring it to the notice of the House, we are told that this is a completely non-political organisation devoted fully all the 24 hours to the service of the poor people of India. From 1959-60 to 1961-62, more than Rs. 2 lakhs have been paid to the Orissa branch of this organisation. Their accounts have never been audited. I want the Minister to let us know as to how many camps they have run, whether all the accounts of the camps have been properly checked and audited and if so, whether there is any report to enlighten us on this matter. You will find that almost all the Congress workers

are employed in the Bharat Sewak Samaj. In one branch, you will find that the father is the President and the son is the Secretary, but still they call it non-political. I do not mind your calling it non-political, but at least spend the money well, so that we may know that at least the money which has been given to this organisation is being spent for the interests of the people.

When the second supplementary demand was put before the House and discussed, it was asked to provide Rs. 16 lakhs for improving the pay scales of the village watchmen in Orissa. But their pay scales have not been revised. It is only Rs. 5 plus Rs. 7, i.e. Rs. 12 per month. A village chowkidar in Orissa gets Rs. 12 per month and for a number of years, they have been claiming from the State Government to increase it to at least Rs. 25. We were assured that something would be done in the 1960-61 or 1961-62 budget to this effect. When the Ministry was there, they gave the assurance in the Assembly that something would be done for them. But I do not find there is any provision here. In the supplementary demand, we were asked to pay something for that and we have sanctioned it. We would be glad to sanction it, but still the emoluments of the lowest paid village chowkidars have not been increased. Still the agitation is going on and still they are discontented.

With regard to the privy purses and allowances given to ex-rulers, in 1952—it was the beginning of the first election—the Prime Minister went to Orissa and said in a meeting that "these ex-rulers, who were the boot lickers of British imperialism, are now asking for the votes of the people, and claiming that they are the representatives of the people and I cannot tolerate this". We then thought that the Prime Minister was very serious and we were very glad. But suddenly, in 1959, when the Prime Minister went to give his blessings to the Coalition Ministry, in a statement to the Press, he said, "the ex-rulers are the natural leaders of people in their areas". In 1952 they were the boot-lickers of the British imperialism and in May 1959 they became the natural leaders of the people!

Recently the Prime Minister went to Rourkela to address a public meeting and he said, "there is no room in India for these ex-rulers, who are feudalists". So, we hope that at least something should be done in the 1961-62 budget in regard to this matter.

Well, Sir, after the second elections when the Congress Ministry was there under Shri Mahtab, the Orissa Assembly unanimously passed a resolution in 1957 to the effect that the allowances paid—not the privy purses—to the relatives of ex-rulers and their relations should be stopped immediately. The allowances were then stopped. But it was again restored. When the coalition ministry came, those allowances were again restored. Sir, at least we should like to know for what you stand. Sometimes you say that the Maharajas are bad. Take the case of Bastar. There must be some principles. You said that the Maharaja there was a maniac and he was too bad. We were very glad. When once the Maharaja went against you, you deposed him and set up another Maharaja as if you cannot do without the Maharaja. Now again, you say that if the Maharaja becomes a good boy you will restore him his *gaddi*. That means you can take the *gaddi* from somebody and give it again if you so choose. What I say is, you must have some principles about it.

I submit, Sir, with regard to these ex-rulers, if you are not going to do anything in respect of their privy purses, at least have their allowances stopped. It is a voted item, not a charged item. So far as privy purses are concerned, though they are charged items the people of Orissa are paying Rs. 18

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lakhs are paid as allowances. So the poor people of Orissa pay Rs. 21 lakhs to the ex-rulers for nothing. We must do something in this respect. When you have issued an election manifesto in which you have said that the feudalist rulers have no place in the country, at least implement it in the 1961-62 budget. You say you cannot do any thing about the privy purses because the Constitution has provided it. But, as I said, at least stop their allowances.

Then, there was some clear directive from the Government of India also—I am not discussing the question of governorship—that in the changed conditions of the country the governors should try not to use the saloons and at least try to see that they do not stop the normal traffic when they go in tours. Once the Prime Minister also said that such things should be avoided. But what I find is, so far as Orissa Government is concerned—I am not saying anything about the Governor—there is a provision for about Rs. 16,500 for maintenance saloon and for tour charges and special train etc. to the tune of Rs. 47,000. Whenever the Governor goes from one place to another, I find that the poor village chowkidars are kept standing at a distance of every half mile throughout the entire route, right from Bhubaneswar to Puri, an hour or two hours before the Governor's arrival at that place. All traffic is closed when he moves from one place to another. Mostly it is the poor man's cart that is stopped because it is a slow-moving vehicle. At least implement the directive that you have issued. Ask the Governors in all their nobleness to forego all these things. Nobody is going to attack a Governor; especially the non-violent people of Orissa are not going to attack anybody. Why do you spend so much money on all these things. At least request the Governor to forego all these. Let them understand that the time has come when all these things should be foregone.

With regard to the question of providing hospitals and dispensaries in the villages, I must say Orissa needs it most. If you go through the provisions in the budget you will find that so far as mofussil hospitals and dispensaries are concerned the pay of officers, allowances, contingencies etc. constitute Rs. 56,12,050 where as for medicines and clinicals it is only Rs. 6,900. What is this? There should be some proportion between the two. Here you are providing Rs. 56 lakhs for pay of officers and only Rs. 6,900 for medicines.

How many dispensaries are there in the State of Orissa? In my place there is one dispensary. Only Rs. 500 to Rs. 700 are given per year to that dispensary for medicines which serves the needs of a population of more than 60,000. When the people there ask the doctor as to what he is giving, he says that he is helpless. It is not medicine mixed with water but water mixed with medicine that he gives. What can be done. Rs. 500 has to be divided among 60,000 people for the whole year. Therefore, what the doctor actually does is, whenever a big man, a president or chairman of a panchayat samiti goes to him, he says that a particular medicine is reserved for him. But when a poor man goes to him he does not get the proper medicine. At least something should be done to give them more medicines and provide the mofussil dispensaries with better instruments. You will find that most of the mofussil dispensaries do not have necessary and modern medical instruments. More provision should be made in that direction.

Under the Demand Medical Head, out of a provision of Rs. 1,78,68,573 I find that Rs. 1,30,00,000 go towards administration, pay of establishments and contingencies.

The most important department so far as Government is concerned is the Public Relations Department. You will find that this Public Relations

Department has been completely turned into a Ministers Relations Department, literally and virtually.

An Hon. Member: Now there are no ministers.

Shri Chintamoni Panigrahi: They will come back in July. You will find a provision of Rs. 1,33,670 for honorarium to publicity workers. What are these publicity workers doing? In villages they are called "Rs. 75 paid workers". Some people say: "Who is that babu? He is the Rs. 75 paid worker". It is because these workers will be found only when Ministers go there or at the time of elections. They go to support the ruling party. You have provided for these people. But take some work from them. When you are spending Rs. 1,33,000 on them at least persuade them to help the farmers in growing more food. If they cannot do that, give them some other work. Let them do some work. What is the use of publicising government statements. Let them work and that will be the greatest publicity for anything than mere propaganda.

Therefore, the Public Relations Department is working most inefficiently. When the second Supplemntary Demands for Grants were being discussed here, there was a provision of Rs. 3 lakhs for supplying boats to the people who were affected by floods. The Public Relations Department issued a statement in the Press that three lakh books have been provided under the second Supplementary Demands for Grants for being distributed among the flood affected students of Orissa. When a certain newspaper man pointed out that the provision was for boats and not books, they again came out with a statement regretting their mistake and saying that the provision was for boats and not books. This is how the Public Relations Department is working.

With regard to the working of the Publicity Department there is one other thing. I once pointed out that whatever publications are being brought out by them, very few people read them. There is no proper accounting done in respect of that. If they propose to print 10,000 copies of a certain magazine you will find that paper has been consumed to that extent, but the required number of copies are not printed. The paper which thus remains unused is sold out to others. There are serious allegations in the press against this department.

You will find, in this demand there have been provisions for enhancing rent on lands and activising the collection of revenues. Because, the government wants to add to the income of the State thereby. But in all seriousness I would ask the hon. Minister: do you know how many thousands of acres of land the ex-rulers and their relations now possess in the State of Orissa, which are not taxed and on which no rent has been fixed? I want a direct answer from the hon. Minister. There are 71,162 acres of land under the possession of the ex-rulers and their relations, which is rent-free. No rent has been fixed on that. Why? I was calculating the other day that if at the rate of Rs. 2 per acre the land revenue is fixed on that land, because those people can afford to pay Rs. 2 per acre, every year you are going to get more than Rs. 1,42,000. Why is it for all these 10 to 12 years you have not fixed any rent on those lands? I think the hon. Minister should consider this point and, as soon as possible, rent should be fixed on the lands owned by the ex-rulers and their relations.

Immediately after the 1957 elections, when the Congress party came to power and Dr. Mehtab was the Chief Minister, there was so much talk of corruption in public places in Orissa, and Dr. Mehtab thought it proper to have an enquiry committee set up. Members of the Orissa Assembly were

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associated with that committee to go into cases where public funds, which are advanced for sinking of wells or for excavation of tanks etc., or for any other development works have been misused or not spent for the purpose for which it was allotted. You will be surprised to know that more than 300 public men were involved and most of them belong to a particular party or their associates. When so much money was spent for the setting up of this enquiry committee and when objections were invited and the committee went into all these things and prepared its report, why is it that that report is not being published? I think the Government would be doing a good thing by publishing it, because then the misapprehensions in the minds of the people will not be there and people will know to what extent the public funds placed at the disposal of the people were utilized for the purpose for which it was placed. Otherwise, what is the use of appointing enquiry committee?

Recently, you will find, there was a question in this House about the way in which the Community Development Project is working in that State. Orissa has got 13 districts. Out of those 13 districts, in 9 districts, namely, Kalahandi, Balasore, Koraput, Cuttack, Ganjam, Sambalpur, Puri, Phulbani and Sundergarh, the BDOs, agriculture extension officers and other officers have been misusing their position and more than 32 BDOs and other officers have been prosecuted and charge-sheets have been framed against them. In one case it was more than Rs. 35,000, in another case Rs. 10,000, yet another place Rs. 500 or 200 and in another place 2,800 lbs. of milk powder or 1,200 lbs. of milk powder. So, out of the 13 districts, in 9 districts this is how the Community Development Projects and N.E.S. are working. Therefore, we say it is time that the Government at least publish the public funds enquiry committee report. It will be good to the Government and also to the people, because they will know as to really who are the people who are misappropriating the funds which are made available for public development works. Then, coming to the Board of Revenue, it is really a white elephant. So much of money is allotted for the Board of Revenue. But what work is it doing. So far as the Board of Revenue is concerned, I think it is being allotted more money than it is necessary for its functioning. Government may try to see if something can be done to prevent so much money being spent on the running of the Board of Revenue

Recently, after the enforcement of the President's Rule, the Governor made a surprise visit to the S.C.B. Medical College and Hospital at Cuttack. Of course, the Governor had the power to make a visit even earlier when there was no President's rule. When he saw how it was functioning he was very much distressed. Though he was in Cuttack for the last four years, only one or two weeks ago he paid a surprise visit to the hospital. He was so much distressed to see how the patients are being treated, how the doctors are dealing with patients and how the patients are lying in the verandah uncared for. He expressed his regret in a press conference which he held recently. This is the condition of the one and the only well-organised medical college and hospital in the State of Orissa. So, what did he do? He immediately appointed a committee to enquire into all these things. But may I submit that more than Rs. 10 lakhs has been provided in the 1961-62 budget for this S.C.B. Medical College hospital? So, I would submit that a thorough enquiry should be made into how this money is being spent, how the money allotted for the purchase of medicines is utilized and how the medicines purchased for the hospital are sold in the market and not supplied to the patients. I think there must be a thorough enquiry into the account of the S.C.B. Medical College and Hospital.

Then, you must be remembering that when the second supplementary demands for grants were discussed in this House, we objected to the way more than Rs. 15 lakhs was granted by way of loan to J. K. Industries, and the hon Deputy Minister, Shri Bhagat, although he did not know anything about it, asked us to support this loan of Rs. 15 lakhs. Now the Governor has stated that the loan was illegal, because the loan was not sanctioned by the Orissa Industries Board. He has stated "I am not going to give it now unless the Orissa Industries Board sanctions it and unless some clarifications are received from the Planning Commission". When we said here that this was a wrong loan at that time, the hon. Minister went to the extent of accusing us. Now the Governor has stated that the loan is not going to be disbursed unless certain conditions are fulfilled. I am glad, the Governor has stopped it.

In the second supplementary demands for grants, this House has sanctioned ..

Mr. Deputy Speaker: Has the hon. Member much more to say?

Shri Chintamoni Panigrahi: I may be given another ten minutes, because we have three hours at our disposal.

Mr. Deputy-Speaker: How many hon. Members want to participate in this discussion?

Shri Chintamoni Panigrahi: I think only one or two.

In the Second supplementary demands for grants here in this House, a provision of Rs 5 lakhs was made for digging of tubewells for supply of drinking water in the saline areas in the coastal districts of Orissa. Now the Governor has stated in the press conference that due to want of necessary equipments it has not been possible to spend that Rs. 5 lakhs. Well, we can easily understand the difficulties of the people living in the saline areas and how difficult it is to get drinking water. Only Rs. 5 lakhs was provided, which is not enough, and even that Rs. 5 lakhs could not be spent because, according to the Governor, equipments were not available to dig wells. What an explanation it is! When the Adibasies were demonstrating at Bastar, firing was immediately resorted to on a gathering of 10,000 persons. When people agitate for something, in the name of law and order, they are either arrested or shot at. Never have I heard the Government say that for want of cartridges they had to fire ten rounds or twenty rounds less. Tubewells are very essential in saline areas. If the State Government could not get the equipment, they should ask the Government of India to get it from anywhere. The people of Orissa want drinking water. Five lakhs of rupees were provided for this. But you cannot provide the necessary equipments for it, while for shooting people necessary number of cartridges could always be provided. This is something which one fails to understand

15 hrs.

Again, Sir, in the Supplementary Demands for Grants which this House approved there was a provision of Rs. 4 lakhs for Harijans and Adibasis to form cooperative societies to improve their living conditions. Now the Governor has said that this amount could not be spent, because the Government of India approve a scheme for the schemes yet. Why cannot the Government of India had not approve a scheme for which only Rs. 4 lakhs were necessary? This scheme was formulatd mainly for Adibasis and Harijans to form cooprative societies. ment of India in approving this What was the difficulty of the Governscheme. I would like to know from the hon. Minister.

In the Third Five Year Plan there is a provision for a hydro-electric project between the States of Andhra Pradesh and Orissa. That is called the Balimela project. Sir, the site had not been selected. It was to have been selected after the agreement between the Governments of Orissa and Andhra

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Pradesh was finalised. Now there is President's rule in Orissa. Reports are appearing in the press that the Andhra Government has gone ahead in implementing this Balimela project. The site originally thought of was to be in Orissa, because it was thought that if the project were to be constructed in Orissa, the land submerged would be less. If it were to be located on the other side more than 65,000 acres of land would have been submerged. This point needs consideration and the matter should be decided after consultation between the Governments of Orissa and Andhra Pradesh, to the satisfaction also of the people of Orissa.

In regard to the scales of pay of primary school teachers in Orissa there was a Half-an-Hour discussion here. The hon. Minister for Education had to agree that the pay scales of Orissa primary school teachers are the lowest in India. Therefore he promised that Rs. 27.50 nP would be given by way of dearness allowance to the primary school teachers of Orissa. But till now no increased allowance has been given to them. In the Budget there is a provision of Rs. 6,84,000 for North Orissa and Rs. 1,12,000 for South Orissa. It is not known whether this amount would meet the needs of the entire primary school teachers who number more than 20,000, at the rate of Rs. 27.50 nP each. I think enough provision has not been made and I do not know whether the teachers would be paid the promised dearness allowance of Rs. 27.50 nP. I would like to know from the hon. Minister whether this assurance would be implemented, and if so from which month the teachers would be paid the enhanced allowances.

Immediately after the introduction of President's rule in Orissa more than three hundred primary school teachers were discharged in the district of Puri. I brought this to the notice of the hon. Minister who promised that the Governor would look into their cases and that they would be reinstated. But I have received letters only yesterday that none of these primary school teachers who were discharged has been reinstated. When the Government wants to introduce compulsory primary education in Orissa from 1961-62, I do not know how they could discharge these three hundred school teachers. I do not know how these things take place. There must be something wrong somewhere.

I would now like to say one or two points about the Orrisa Sahitya Aakadami. Enough money has been provided for this organisation. But it has been monopolised by a few writters. Those few also earn enough money by translating propaganda literature provided by USIS. They are in the Sahitya Akadami of Orissa and instead of looking to the interests of the Akadami and improving its working, they devote their time and thought to translate propaganda literature provided by USIS. Some writers get thousands of rupees for translating books which have no literary value. This is how the Akadami is monopolised by a few who have no interest in the development of Oriya literature and language.

Sir, in the Third Five Year Plan the State of Orissa is expected to spend Rs. 160 crores. The State's share comes to about Rs. 28 crores, and the committed liability of the State Government during the Third Plan is of the order of Rs. 34.57 crores. It arises out of the implementation of the Second Plan targets of the State. Altogether the State's liability is Rs. 28 crores plus Rs. 34.57 crores. The total loan of the Government of Orissa so far comes to more than Rs. 130 crores. The interest on these loans and the amortisation in this Budget of 1961-62 is more than Rs. 6 crores 26 lakhs. How is it possible for a State like Orissa, or any other State, to repay all these loans and interests and then share its portion of the committed expenditures to the extent of Rs. 34.57 crores and meet its share of Rs. 28 crores for the Third Plan? How much does it come to?

It comes to more than Rs. 100 crores. One can as well imagine the policy of the Government, as to how by this method they are going to help underdeveloped areas of the country. The Finance Commission is now going to visit the different States. I would like to urge upon the Government of India that something should be done with regard to the writing off of all these loans which have been incurred for the river valley development schemes. It may apply to all the States; I do not say that it will only apply to Orissa. Because it is now mounting up. All the States owe a loan of Rs. 1,200 crores to the Government of India. And the Government of India owes a loan of more than Rs. 1,200 crores by now to the various foreign Governments. It is all by loans that things are going on. It is becoming difficult.....

Mr. Deputy-Speaker: The hon. Member asked the Government of India to write that off; but the others will not write off their loans.

Shri Chintamoni Panigrahi: They must try for it. Let them try for it. Their relations with the U.S. Government have improved very much. They must impress upon them to write off some of these loans.

With one or two suggestions I would conclude. The Governor had stated in his address to the Orissa Assembly that the State Government is exploring the possibilities of linking up of the mining sites in Sukinda area with the nearest railway station by means of a railway line. I do not know how a State Government can construct a railway line. The Railway Minister has never said that he is going to sanction a railway line there. If there is any understanding between the Government of Orissa and the Government of India or the Ministry of Railways that there is going to be some railway line in this port I would welcome it because that is badly necessary; but the Railway Minister says that they have never said anything to that effect. If it is going to be constructed, we will welcome it. Let there be immediately a railway line constructed to reach the mining areas in Sukinda to connect it with the nearest railway station.

Shri Tangamani (Madurai): That is just an announcement on the eve of the election!

Shri Chintamoni Panigrahi: In 1945-46 the Government of India advanced some loans to the Government of Orissa under the Grow More Food schemes. And the Government of Orissa advanced loans to the peasants. Now, suddenly, under the President's rule, all the officers of the State have become active to realise the loans and the rates of interests on the loans advanced in 1945-46 to the peasants which they had forgotten by now. We were told that the Government of India has written off the loans that they had advanced to the Orissa Government under the Grow More Food scheme in 1945-46. I think Government must at least see to it that no forcible realisations of these loans are made from the peasants after all these thirteen years. This should not be resorted to and should be stopped immediately.

I think Government must look to this.

Mr. Deputy-Speaker: After writing off, he has still something to say!

Shri Chintamoni Panigrahi: Only one or two minutes. With regard to the development of Orissa State we find today that news has appeared in the Orissa newspapers that almost all the development works in the State have now been stopped. Why? Because no coal is available, no cement is available, even no coal tar is available to black-top the roads. There is one cement factory in Orissa, but that cement does not come to the market of Orissa. It is now meeting the needs of the markets in Bihar and West Bengal. In the first year of the Third

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Five Year Plan, after the President's rule almost all the development works have been stopped. At least coal was available, cement was available. But after the President's rule cement is not available, coal is not available and coal tar is also not available. So I think something should immediately be done to meet the needs of Orissa in this respect, so that all the development works which are necessary are carried out.

Dr. Samantsinhar (Bhubaneshwar): The previous speaker, Shri Chintamoni Panigrahi, while criticising the Government as to why they are giving allowances to the families of the ex-rulers, stated that those ex-rulers also are now going to the people for votes. Ours is a democracy and everyody has a right to go to the voters. Those who have roots in other countries... (*Interruption*) and those who do not object to the occupation of our land by a foreign country, that is by the Chinese, have also got the power to approach the people for votes. So there is no harm in the ex-rulers approaching the people for votes. So my friend should not approach this question from this angle, so far as the ex-rulers are concerned. At least this House and the Legislative Assembly sanctioned their money, and through that the sanction of the people is there.

Coming to the Demands for Grants, as regards Demand No. 1 which relates to Elections, I am glad that during the very short period the officials entrusted with the election work have done very good work and they are very active, and within the short time at their disposal they have done enough. While saying this I also make this request, through you, to the Government that during June it will be very hot. Therefore, there should be provision of sheds and drinking water facilities at every polling station. There will also be introduced in this election the new marking system of ballot papers to which the voters are not accustomed. There should be enough publicity about this new system. There should also be provision of lady assistants to help the lady voters in the election.

I have found in some of the places, particularly in the Dashpala Assembly constituency, the polling station is more than nine to eleven miles away from the place of residence of the voters. In doing this perhaps the authorities have only seen to the total number of voters in that area, because for 900 to 1,000 voters they are providing one polling station. But considering the distance of places, and particularly having regard to the hot weather, even if the number of voters may be less the voters should not be put to this kind of difficulty in coming so far to the polling station.

The aim of introducing this new system of voting was to curtail the election expenses. But, as I see in the budget, though the new system is introduced, the election expenses are very high. So this matter has also to be considered.

The second point is this. Every year, from the month of March onwards generally the development works, particularly in connection with provision of water supply like sinking of wells, and all these things, are done. As most of the Revenue officials and those in charge of these development works are now engaged in this election work, that work has suffered. I request that something must be done to ensure that these development works do not suffer and that they are executed in time. For, every year, we find that a lot of money earmarked for development work is refunded, and is not properly utilised. This is due to want of staff. If even these small amounts that are provided for development works lapse, due to want of staff for execution, then that will be a very bad thing. I suggest that something should be done to see that these works are not hampered.

As regards the High Court, I would only say this much that the work is

too much delayed, and there are lots of cases pending before the High Court, and it takes years together for the final judgment to be delivered. I hope that this will be looked into, and the matter will be expedited.

As regards fire service, you know, Sir, that Orissa State is full of villages. The only city worth mentioning is Cuttack, which is hardly having a population of more than one lakh. So, the whole State consists of only villages, and the houses in the villages are mostly built of bamboo and wood, and the roofts are thatched roofs. Every year, there is a lot of fire havoc. Many villages are burnt every year, particularly during the dry season, due to these accidental fires. But the provision of fire stations is very inadequate, and people do not get the benefit of the fire services. I would particularly suggest that there should be a fire station at Balugaon and Daspalla of my Bhubaneshwar constituency, because the nearest fire stations are at Khurda and Chatrapur with a distance of 90 miles in between; and in between these two fire stations, if a station at Balugaon is established, it will help the people nearby. I request that this matter may be looked into.

As regards Demand No. 3 relating to the police, I would submit that it is gradually becoming top-heavy. More and more higher officers are being appointed, but at the same time, we are not looking to the welfare of the low-paid employees of the Department. I hear that the travelling allowance and daily allowance of the constables have been reduced as a result of which they get no encouragement to perform their duties properly. Also, the pay of the village chowkidars is very low, and they are not also performing their duties properly. In Orissa, formerly, these chowkidars were having their night duties in the village, but, for the last three or four years, they have stopped that system. Their pay is very low, and even that pay is not paid to them in time. The result is that the number of crimes is increasing inspite of having more of the higher officers and the I.P.S. people. While discussing the General Budget of Orissa I also pointed out that the number of the higher officers like those in the IAS and the IPS was more in Orissa in comparison with that in the other States.

As regards Demand No. 4 relating to ports, I am not satisfied with the progress of the Paradip port. The work is very slow, and they have not also reached the target for the Second Plan period. In this connection, I would like to draw the attention of the Government to the fact that the Chilka Lake should be developed into a port, because it has got a vast hinterland which is full of high-grade minerals, and also very rich forest produce. Besides, that has a well-developed communication system. The Calcutta-Madras railway line passes nearby, and further, the National Highway No. 5 runs nearby. So, that place should be developed.

As regards Demand No. 5 relating to community development and national extension work, no doubt, much work has been done, but I am not satisfied with the progress; particularly because there is shortage of extension officers and overseers, the progress of minor irrigation works is not satisfactory. I know of one block, namely Ranpur; though it has been established for the last four years, not a single irrigation project has been executed there, and this is due to want of overseers. One overseer is given work for about Rs. 3 lakhs to Rs. 4 lakhs, which he cannot execute in practice. Likewise, these works in other community development areas also are not being executed properly, and the targets are not being fulfilled.

As regards roads, while on the one side, we are having new roads, on the other, due to lack of maintenance, and repair of the roads, the roads are spoilt in the coming year. So, as many new roads we build, so many old roads we are spoiling. I submit

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that there must be sufficient provision to repair the roads.

Coming to Demand No. 9, I am very sorry that Government have not helped the farmers this year for getting a better price for their only commodity, namely paddy, and also a proper market for their produce. You know, Sir, that paddy is the only crop, both cash and food crop in Orissa, and the people depend very much on paddy. But, this year, the price of paddy has gone down by Rs. 2 or Rs. 3 per maund, in comparison with the prices that prevailed during the corresponding period last year. Also, there is no purchaser for this paddy. While the prices of other commodities are rising high daily, the prices for the production by the cultivator are going low. So, there is much discontent in the rural areas, particularly amongst the cultivators. I am sorry that the Department has not moved properly in this matter to help the cultivators to get a proper market and a better price for their produce. This is the time when they sell their paddy to pay their annual revenue and purchase implements for their agricultural operations that are coming very soon, and also to perform marriage and other functions. If their produce is not getting a proper market and proper price, then, naturally, there would be discontent amongst the people. I hope the neglect which has been shown so far towards these people by Government will be rectified, and these people would be helped to get a proper price and a proper market for their produce.

I am glad that in Demand No. 10, money has been provided for the political sufferers and their dependents. I hope the procedure would be a little simplified, and due help would be given to the political sufferers and their families.

Coming to Demand No. 11 relating to education much has been said about this already by my hon. friend, Shri Chintamoni Panigrahi. The recent university examination also has caused much difficulty to the examinees, and there was a lot of irregularity in regard to the question paper and the conduct of the examination. This should not happen in the future. The percentage of passes in the school-laving certificate examination is very low. I think this is due to want of proper teachers and also proper educational facilities. The Education Department should look into these things.

In some of the Government-managed schools, there are no proper teaching staff. Teachers are not appointed for years together.

Also, there there are various grades of these educational institutions. Take, for instance, the secondary schools. Some are graded 'A', some 'B' and some 'C'. The education is the same and the curriculum is the same, but according to this classification the teachers get different kinds of emoluments. In future, there should be one uniform scale of salaries to the teachers.

As regards the primary school teachers, Shri Chintamoni Panigrahi was saying that after the issue of the Proclamation of the President, this has happened. Actually, this is not a fact. It is not due to the Proclamation of the President, the real fact is that when tht District Boards were abolished, the primary schools were taken over by the Education Department. This happened when the Ministry was in office in Orissa. This happened in my district Puri where a number of teachers had been thrown out, and the District Inspector has appointed fresh men to those posts. So there is a lot of discontentment among the teachers. I had also asked a question on this subject and the hon. Minister replied that data were being collected and in due course they would be placed on the Table of the House. It has not yet been done. I hope that these teachers would be reinstated very soon. They must not be neglected any further. As regards the evaluation

branch under the Education Department—the evaluation is for secondary education examinations—people from various States were selected and they were given training here. One educationist from Orissa also came and he got training here. But I am told that as there would be some prospective candidate of the DPI or some other high-up in the Education Department, and as such that post is not being filled up. Though the whole amount has been given by the Centre still that work is pending perhaps till that prospective candidate comes. I request that this work should be expedited. It should commence soon.

As regards Demand No. 21—Tribal and Rural Welfare Department—I would like to say that there is one ME School at Takara in my constituency. That school is doing very good work. That should be raised to the status of a High School, because nearby there is no High School for the tribal people. Also that is the meeting place of three Districts, Puri, Phulbani and Ganjam. The tribal students will be benefited if this school is upgraded to a High School.

Similarly, there is an Adivasi area in Banpur PS where practically no development work has been done. There is no water supply and there are no irrigation facilities. Two or three Sevashram schools have been established. But nobody is there to look after the students. The number of students is not large. I suggest that there should be one ashram school and two sevashram schools in that Adivasi area of Banpur.

One very vital thing is that in 1936, there were five colleges in Orissa and the number of students was about 3,000—4,000. But now, in 1960, the number of colleges has gone up to 8 times but the number of students is only 12,000. So in comparison with the number of colleages, the number of students is very much less. I think the Education department should see to it that the number of students in every educational institution is increased.

There is one craft school at village Narendrapur where many of these scheduled caste and scheduded tribes students are taught. But they are not getting stipends and there is no hostel for their accommodation; so their studies are hampered. I request that this matter should be looked into and suitable provision made therein.

Demand No. 22 is about Medical matters and Demand No. 23 relates to Public Health affairs. A lot of things has been said about these two departments in Orissa. I am also not satisfied with the work. I know personally about these things. About three or four months ago, I wrote a letter to the Minister of Health and also the Director of Health Services. There were no doctors in some of the government hospitals. But uptil now even my letter has not been acknowledged. From this I understand that there is no department which is looking after these things. In my constituency, there are four dispensaries which have no doctors for the last four years. The work is managed by the compounders or by somebody else. Six or seven years ago, we proposed—and the Government accepted that also—that anti-rabied treatment should be provided for in the old government hospital at Banpur. But this has not yet been attended to and no provision has been made.

Shri B. K. Gaikwad (Nasik): Are medicines provided there?

Dr. Samantsinhar: For 60,000 or 80,000 people, the annual provision for medicines would be Rs. 1,200. So with that, what can be done? This is the position everywhere. There is actually no medicine. Also the provision of a lesser sum for purchase of medicines has encouraged the doctors to prescribe medicines from chemists outside. This is happening everywhere. This also means additional income to the doctors, because if they prescribe medicines which are got from outside chemists, they get a percentage on every prescription. So this

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is a sort of encouragement to the doctors to do so. The department is encouraging the doctors by not making enough provision for medicines. I do not find a solution when this is the attitude of the department.

Without any further delay, doctors should be provided in Gania, Dorpa, Narayanpur and Nuagaon. There is another very peculiar thing. The villagers near Gambharimunda were asked to contribute for the construction of a dispensary. They erected the building. This was about two years ago. But Government are unable to provide a doctor and open a dispensary there. What was the good of asking the people to build a building, when Government could not provide a doctor and equipment for the dispensary?

There is dearth of doctors in Orissa. Very recently they requird about 300 doctors from West Bengal. I do not know whether these things were visualised when the Plan was first taken up. Why did they not make provision in the budget? Why was this work not properly done in the past?

They have established a second Medical College at Burla. I am told that proper teaching has not been provided there. That being an out-of-the-way place, the number of patients is very much less. Students are taken to Sambalpur and some other distant place for practical training. These things should be looked into. Also, there is no provision this year for establishing a third Medical College proposed to be established at Berhampore. I request that action should be taken for providing teaching staff in the Burla Medical College and also estalishing a third Medical College at Berhampore.

As regards public health I am not satisfied with the work; in a number of places the epidemics of cholera and small-pox are very virulent. So, I would like to know from Government what action they have taken to combat these epidemics.

Demand No. 24 is about irrigation. On this Demand, the less said the better. During the Second Plan period 7 medium irrigation works were to be done in Orissa but except 2 or 3 no medium works were done; and the others are in the beginning. I expect that at least in the Third Plan they would be finished. The progress of work in Salia and Budhibudhian is very slow. I request the hon. Minister to look into the matter and expedite it.

Demand No. 31 is regarding Forests. I know there is large scale illicit removal of forest produce by the contractors. Very recently, one such case came to my notice in Balugaon range. One contractor removed lot of forest produce, very valuable timbers. I referred the matter to the Minister and also to the Department but I do not know what happened because no action has yet been taken; and, unfortunately, the Minister in charge is not there.

This one forest range Balugaon gives about Rs. 7.8 lakhs as annual revenue to the State Exchequer. But due to bad roads, want of proper maintenance of the forests, the revenue has come down. I request that the forest roads should be improved.

In Khurda there are three kinds of forests. One is the demarcated protected forest from which people take forest produce for household use and for that they pay about 6 pies per rupee of land revenue. There is a history behind it. But, still the people are not getting the forest produce properly for their household uses. In Nayagarh and Daspala and other ex-State areas there is complaint from the people that they are not getting forest produce in time and they have been much troubled by the forest staff. These things should be looked into.

As regards fisheries, I am glad that the inland fisheries in Orissa have improved very much. At the same time I am sorry that the greatest single unit of fisheries in India, the great Chilka lake has not yet attracted the attention of Government. In this Budget there is no provision for the improvement of the Chilka lake. The production of fish is gradually being diminished. Whatever production is there is being exported and the local people, those who take fish as their secondary food, are not getting fish and the prices have become too high. Some provision should be made so that the local people may get fish at moderate rates, rates which they are able to pay. There should be no further delay in the development of the Chilka lake.

Demand No. 37 relates to Agriculture. You will be surprised to know that out of the 13 districts in Orissa, 7 are State areas. In the former garhzat areas even a Police Sub-Inspector sometimes used to be appointed as the Director of Public Instruction. Perhaps with that background even today in the Agriculture Department an IAS officer is appointed as the Director of the Department while there are highly qualified agricultural people who can manage the Department well. I request that this system should not be prolonged further.

As regards Demand No. 38, Supply, I would say that this department is only taking the money we provide but actually they are not helping the people. The supply of cement, iron and coal is not very good and even Government work suffers. I would suggest that this department should be a little more active and that they should remove the difficulties of the people.

Now, I will draw attention to some of the grievances of the local people which have come to my notice and they are regarding local developmental works. There should be a bridge over the river Madagni between Haj and Tankol. The Janardan M. E. School and Shankarpur M. E. Schore should be helped in the construction of their school and hostel buildings respectively. There should be a flood protection embankment near Lakhanpur and on Kaligini river because the land of 10 villages are affected during floods; though the Hadabandha and Taymangal dams had long been erected, the irrigation channels have not yet been dug for the last 4 years. I hope the channels would soon be constructed and the people would get the benefit of these projects.

I am glad to note that after the establishment of the zila parishads and the panchayat samitis, these samitis are very active and establishing village committees for growing more food in the villages. In each village they are establishing these committees and they are taking the asistance of the people. They are also encouraging the people to increase the agricultural production. I request that the officials should also help the people in time; they should be supplied with better seeds, and fertilizers and also insecticides etc. The enthusiasm which has now been created should be maintained and the Government should help in these grow more food compaigns.

Shri B. C. Mullick (Kendrapara—Reserved—Sch. Castes) : Mr. Deputy Speaker, Sir, floods in Orissa have been a terror for the last 20 years from 1940 to 1960. Within this period a large number of families have been rendered homeless. Many people have lost their lives and many cultivated lands have been sand-cast. But no effective steps were taken, no wise steps were taken so far to save the people from the ravages of floods. We are told several times in this august House that the State Governments are responsible for the planning and execution of the flood control works

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within their terrtories. In the case of Orissa, I do not find that any proper attention was paid to the problem. One reason is the lack of funds and the second is the inefficiency of the administration or the Ministry.

The Minister who was in charge of the Flood control and Irrigation department devoted most of his energy and time to the development of his own area, the constituency from which he was elected.

The drainage scheme in Orissa is very bad. So, on account of the bad drainage scheme, the people of large areas in Orissa have been suffering a lot. I will give one example. There are bunds which obstruct the drainage of flood water. There is a great demand from the people of Jajpur, Dharmasala, Barchana, Binjhapur, Patamudai and Aul for the removal of the Bagi, Gajiria and Aul ring bunds which prevent the drainage of flood waters of Brahmani, Birupa and Kharasroto rivers. This is a very vital demand. It should be considered by the Government. They were demanding this for the last so many years.

Recently, the flood enquiry committee under the chairmanship of Shri S. N. Bhanjdeo, an ex-Minister of Orissa, visited my constituency in Jajpur area. We had put our grievances before him. I do not know whether that committee will consider all the points because the complaint is against the Chairman, Shri Bhanjdeo. Even then, when there is Shri Ahuja, a very efficient engineer from the Centre, we hope that the grievances of the people of my area will be looked into.

Floods of 1960 were unprecedented in Orissa. About 95-98 percent of the houses in a village had been destroyed. According to the report of the Government more than one lakh people had been rendered homeless and about 45-50 persons lost their lives. The help that is being given to the people is very inadequate. From a minimum of Rs. 10, the help that can be given extends up to a maximum of Rs. 100. But even then it does not go to the people who are affected. Loans are also granted but loan forms are not given free. I understood in my constitutency that the forms were sold at Rs. 5 or so; and for getting a loan of Rs. 50, a man had to spend about Rs. 5 by way of the cost of form, payment of illegal gratification to the clerks and so on; he has to satisfy some other people also. I hope that the Government will look into this matter.

In the usually flood affected areas, Government is not helping people to raise the homesteads. Instead of helping the people to do this, Government constructs some mounds or raised platforms here and there which cannot serve the purpose. These mounds are constructed with an idea that the people along with their cattle and other belongings can take shelter at the time of floods. This is bad planning. I urge upon the Government to provide money for raising the homesteads.

Some money has been provided for being given to the people who have lost their professional tools and equipment. There are some persons like the Gokha and Baghuti who live on fishing. They have been neglected. Their professional equipment had been washed away by the floods and they have not been given any help so far. I request that help should be given to these people who are poor Harijans to purchase the needed implements. The money allotted for the relief of such victims is not being utilised properly and I can give some examples. I was told that about Rs. 5 lakhs were collected for the Chief Minister's relief fund. The Chief Minister distributed a considerable amount among a few persons in the Secre-

tariat, Political and Services Department. How was the justified in distributing this money meant for the millions of people who are affected by the floods? That requires careful consideration. I have got a list of people here but I do not want to give the names. It is surprising to know that this payment to the Secretariat staff ranged from Rs. 50 to Rs. 1500 and right from persons of the status of Assistant Secretary down to the status of a peon these amounts had been given. I feel that this money should be properly utilised.

Dr. Samantsinhar had also spoken about the village chowkidars. They are the people who serve the Government at the bottom but they are paid the most inadequate salary of Rs. 5 per month. It is a matter of great that their pay is just Rs. 5 per month. Even this amount is not regularly paid to them. Recently, I had been to Orissa on a tour of my constituency and I was told that in these hard times some chowkidars were not paid even this paltry sum of Rs. 5 for some months together. If for seven or eight months they are not paid even this salary of Rs. 5 per month, I do not know how they can be expected to live or to maintain their families.

Coming to the point regarding the housing colonies for the Harijans, the things are bad and hopeless here too. In the years 1956, 1957 and 1958 a sum of Rs. 80,000 was sanctioned for the construction of houses in Sukinda P.S. at Buragodia, Dubri and Gobarghati. After construction of the houses, all these houses were again destroyed by the Government and the persons for whom they were constructed were not allowed to stay in that place. This is a serious situation. I hope the Government will look into this.

The stipend money that is sanctioned to the students does not reach them in time. I have received several letters that the headmasters of some schools are delaying it and they are not giving the stipend amounts in the proper time. I had written some letters to the Government to enquire into the matter. There is one such case in Kripa Sindhu Vidya Bhawan in my constituency and I do not know what is the result of investigations there.

The money sanctioned for the Scheduled Caste students is not also properly utilised. About fifty per cent of the money sanctioned is taken away by the Secretary or the managing committee of the schools though the full amount is meant for utilisation by the students; the amount thus taken away is utilised for the construction of buildings. I do not like to give out the names here. But I hope the Government would set up a committee to go into it and see whether the money meant for utilisation by the Scheduled Caste students at the pre-matric stage had been utilised properly.

The last point is this. About Rs. 12 lakhs was sanctioned for being spent in five years in a block in my own constituency at Brinjharpur. Out of this amount about Rs. 60,000 was surrendered to the Government last year; the money could not be spent. If the moneys meant for such developmental works are not spent, how can there be quick development? This matter should be looked into.

16 hrs.

Shri B. B. Bhagat: Mr. Deputy-Speaker, Sir, the House has debated the Demands for Grants of the Government of Orissa, and I am grateful to the hon. Members who have participated in this debate. They have raised a number of points, and I would like to clarify some of the points raised during the course of the debate.

Shri Morarka (Jhunjhunu): It is 4 0' clock, Sir.

Mr. Deputy-Speaker: Then the hon. Minister may continue tomorrow.

16.01 hrs.

MOTIONS *RE:* ANNUAL REPORTS OF THE INDIAN AIRLINES CORPORATION AND THE AIR-INDIA INTERNATIONAL CORPORATION.

Mr. Deputy-Speaker: Now there are a large number of hon. Members who want to participate in this discussion. Separate motions have also been given. What time shall we fix for each hon. Member? For the Mover, it may be 20 minutes.

Shri D. C. Sharma: (Gurdaspur): Whenever I raise a discussion a large number of hon. Members would like to participate in it. This is nothing new.

Mr. Deputy-Speaker: I have enquired from the hon. Member whether he will be content with 20 minutes. Instead of giving me an answer he has said so many things.

Shri D. C. Sharma: I submit that you may kindly give me 25 minutes at least.

Shri Ram Krishan Gupta (Mahendragarh): I have also given notice of a motion. 25 minutes may be given to me also.

Mr. Deputy-Speaker: If both the Movers take 25 minutes each, and if I give the co-movers 15 minutes each, there will be no time for the reply!

Shri Ram Krishan Gupta: I have also given notice of a motion.

Mr. Deputy-Speaker: If he is also a Mover, I would restrict the time to 20 minutes for the Mover and 10 minutes for each hon. Member who follows.

Shri D. C. Sharma: For the prime Mover, you have already given 25 minutes.

Mr. Deputy-Speaker: Both equally are Movers.

Shri D. C. Sharma: It is with a feelings of pride that I rise to initiate this discussion. I beg to move:

"That this House takes note of the Annual Reports of the Indian Airlines Corporation and the Air India International Corporation for the year 1958-59, laid on the Table of the House on the 21st December, 1959."

I think one of the wisest things that our Government has done in free India is the nationalisation of air transport in the country. This decision is going to have very far-reaching effects, and without being offensive to anybody, I would submit that all kinds of transport in this country should be nationalised. This is in the fitness of things. The railways are already nationalised, and I believe that our inland water transport and other transport services will have the same future. I feel that this nationalisation has resulted in the regularity of service conditions in our country. It has led to better service conditions in our country It has made our services, whether inland or overseas, a byword for efficiency. This thing would never have happened if these services had continued to be under private management. The situation at that time was very different from what it is now. Moreover, no private company can cope with the everchanging picture of air transport in this world now. They cannot provide funds for it and they cannot provide active help for it. Therefore, I congratulate the Government on having taken this decision. But I find one thing which is very depressing, and it is this. The Indian Airlines Corporation and the Air-India International are looked upon as two children of the same parents, but children who are not going to have any collaboration with each other. After going through these reports, I find that both of them live in separate compartments and that the one does not share with the other its results, its experiments, its good fortune and its goodwill. This is a very unhappy state of affairs.

In England there are the British European Airways and the BOAC. I find that they are two separate wings, but they are working in a very happy and hearty collaboration with each other. I have before me the annual report and accounts of the British European Airways for 1959-60 and in that report, a very good point has been made that there should be active collaboration between these two wings. I am sorry to find that in these four reports which I have read, nowhere it has been said that there is an interchange of scientific data, an interchange of knowhow or interchange of any other kind between these two corporations. I believe that this is not a good thing for the efficiency of our air transport in this country.

Another point is this, I think it is for the first time that I am initiating a discussion on this matter. Perhaps somebody else might have done it before, but my feeling is, it is for the first time that I am raising a discussion on the reports of these two corporations. This shows that our Ministry does not want the Parliament to take a more sustained interest in this venture of ours. If one were to read the House of Commons debates, one would find that the House of Commons takes a very lively, sustained and continuous interest in air transport. But here I find that our interest is only sporadic. Of course, we take interest in the form of questions and other things, but beyond that, we leave these corporations to look after themselves under the auspices of the directors and the Minister in charge of civil aviation.

I would also submit that our country is not so well provided with money and we cannot have our civil air transport and defence air transport as two separate entities, as we are doing now. They may live as two separate entities for some time, but the one should be able to merge with the other at a given time of emergency. Our civil air transport should be ready to merge itself into the defence air transport at any given time of emergency. I find from these reports that the defence services have their own problems, as our civil air transport has its own questions to answer. But the two never come together or if they come together, they do so in a secret fashion, in fashion of which I do not approve. I believe that this is not conducive to the development of air transport in our country, because air transport is going to play a very important part not only so far as civil operations are concerned, but also so far as defence operations are concerned.

Moreover, I think almost 12 years have passed and in one of the reports it is said that the corporation is going to enter upon a new phase, a new stage of development. I am very happy to read that sentence. But I would suggest that a parliamentary committee should be appointed to go into the working of both these bodies and to suggest ways and means of improving them and of bringing about more collaboration between them. I find that in other countries the question of air transport is always kept under review. It is done very often by the Parliament there. Here the whole thing has become departmentalised. The whole thing has become something like a department into which you cannot get any new ideas. I think departments are good in a way, but these departments should sometimes have the advantage of advice from some outside agency, advice from technical persons and also from non-technical persons. Therefore, it is necessary that now we must have a parliamentary committee to go into the question of air transport, whether it is inland or overseas.

I say this from this point of view. It is true that Indian Airlines Corporation has shown a small profit this time. I am very happy to find that. The Air-India International has also been showing some profit these years.

[Shri D. C. Sharma]

Of course, profit is not the sole motive. But nobody would deny that these commercial utility services must justify their existence by showing some kind of profit. In the British European Airways I find that the net profit earned during a year is 12 per cent. I do not know what precentage of profit we are having. I think it will require so many years to wipe of the loss that we have suffered all these years, it will require so many years for us to pay back the loans. Both our corporations are living upon loans, subsidies and things of that kind. I do not object to that. But I feel that this problem has got to be studied, that they must be made profit yielding oncerns in some way or the other.

16·14 hrs.

[SHRI JAGANATHA RAO *in the Chair*]

So far as the staff is concerned, I do not know how it is recruited. I do not understand how the staff, staff of all kinds,—operation, traffic engineering, finance, audit, stores and supplies, surface transport, catering and canteen, general administration etc.—are recruited. But I must admit that since both these corporations have become autonomous bodies I have been hearing so many complaints about the appointment of officers at all levels.

Shri V. P. Nayar (Quilon): Including the highest.

Shri D. C. Sharma: I do not want to say anything harsh because I feel proud of this Corporation. But I cannot help saying that the policy of this Corporation, so far as appointments are concerned, has not been, like Caesar's wife, above suspicion. Therefore, I would suggest that something should be done in order to have a contented and up to date and up to the mark staff. How that can be done, I leave it to the Minister to find out. Of course, I will give my suggestions when I make my concluding remarks.

So far as staff amenities are concerned, I do not think we can congratulate overselves very much. I was talking about appointment of staff. You will remember, last time there was a big strike, and that strike cost us several lakhs of rupees. That shows that there was something unhealthy, so far as the relations of the staff are concerned, with the Corporation. It always happens when you do not follow particular rules or regulations, particular norms, when you are appointing staff.

When I think of the Indian Airlines Corporation, I find it is mostly an out of the date service. Look at the number of Dakotas that they have. Of course, our Minister will get up and say "Oh! these Dakotas are giving good performance". Everything gives good performance according to them. But, the fact of the matter is that I want our Indian Airlines Corporation to be up to date in this matter. We should not suffer in comparison with other countries in this matter.

Shri Narayanankutty Menon (Mukandapuram): An all jet service.

Shri D. C. Sharma: Of course, so far as Air India International is concerned, I think we are not suffering so much from out-of-datedness. But we are very much behind . . . (*Interruptions*). If the hon. Minister pleases, he can listen to me. If he does not want to listen to me, he may go out. I will be able to carry on much better in that case.

I was submitting that we are very much behind other countries, so far as our internal airlines are concerned. Other countries are thinking of supersonic aircrafts. Where are we? At the same time, other countries are thinking of self-sufficiency, so far as production of these aircraft is concerned. Where are we? We are

making only experiments and after a year or so we learn that those experiments have not been so successful. So, the problem is this. We should be self-sufficient, so far as production of aircrafts is concerned, and I believe that something has got to be done about it.

Then I do not find any provision made in this report for research. Research is very very important, especially research with regard to flying operations, ground operations and management techniques. All the progressive airlines in the world have research wings and they carry on research in all these fields. But I do not find any research being done here. I think we are living in an age which has no validity today.

At the same time, I would say that our publicity—I do not want to refer to that doggerel which was once advertised—is not so up to date when compared with the publicity of other airlines. Take, for instance, the advertisements of BOAC in India. I read its advertisements in India. There is the human angle in those advertisements, which is missing in ours. Our publicity is either very queer or very fantastic. We do not try to introduce the element of normality, the psychological normality in our publicity.

Shri Harish Chandra Mathur (Pali): In the international competition Air-India International got the first prize.

Shri D. C. Sharma: The hon. Member has got some brief from someone.

Shri Harish Chandra Mathur: What are you talking?

Shri D. C. Sharma: I am saying what I know. I say the hon. Member has got a very good brief from the Library and therefore he is saying so.

I would very respectfully submit that our international contacts are expanding. We are having new relationship with the countries of Africa and Latin America. I would request the hon. Minister that we should try to think out ways and means of expanding our services to these countries.

Having said this, I cannot help saying that our Air India International has earned a good name in the international field and we all feel very happy about it. The Indian Airlines Corporation is also doing well. But I am afraid of the competitions that we have got to face in the future. Shall we be able to face the competition from other countries? Unless we set our house in order, unless we try to introduce new techniques, new aircraft and new management, I think we would lag behind. Our pilots are a wonderful lot and they have done very good work. But up-to-date pilots being put in charge of out-of-date aircraft does not augur well for the future. Our first rate pilots should be put in charge of up-to-date and first rate aircrafts. Then alone will India be able to maintain her position in the world of competition, which is a very very ruthless one, a world which is moving very fast, a world which is not going to be tender to India or to her Air-lines Corporations.

Mr. Chairman: Motion moved:

"That this House takes note of the Annual Reports of the Indian Air-lines Corporation and the Air-India International Corporation for the year 1958-59, laid on the Table of the House on the 21st December, 1959."

श्री रामकृष्ण गुप्त Sir, I beg to move:

"That this House takes note of the Annual Reports of the Indian Airlines Corporation and the India International Corporation for the year 1959-60, laid on the Table of the House on the 14th December, 1960."

मिस्टर चेयरमैन इस साल की दोनों रिपोर्ट्स को देखने से पता चलता है कि आम तौर पर जहां तक एयर इंडिया इंटर-

[श्री रामकृष्ण गुप्त]

नेशनल का सवाल है वह दुनिया की किसी भी दूसरी एअर लाइन से किसी भी लिहाज से कम नहीं है, उसका इंतिजाम किसी भी दूसरी लाइन से किसी भी लिहाज से कम नहीं है। इसके बारे में मैं दो तीन बातें भी हाउस के सामने रखना चाहता हूं। जहां तक किसी भी मुल्क की एअर सरविस का सवाल है उसके लिए सबसे अहम फैक्टर जो है वह पैसिंजर लोड फैक्टर है। मैं इस बात की ताईद हाउस आफ कामन्स की एक सिलेक्ट कमेटी की रिपोर्ट का हवाला देकर करना चाहता हूं। उस रिपोर्ट में कहा गया है :

"A vital factor in the financial results of an airline is the extent to which it can sell the seats it has on offer; the unoccupied seats in an aircraft can be used as a measure of failure. The standard of measurement used is called the Passenger Load Factor, which is defined as 'the percentage relationship of passenger miles of available seat miles'."

यह बात मैं इस लिये कह रहा हूं कि जहां तक पैसिंजर लोड फैक्टर का सवाल है, जब एअर इंडिया इंटरनेशनल का मुकाबला दूसरे मुल्कों की एअर सर्विसों से किया जाता है तो यह किसी भी लिहाज से कम नहीं है। उदाहरण के तौर पर सन् १९५७–५८ में एअर इंडिया इंटरनेशनल का लोड फैक्टर ५९·१ था और इसी तरह दूसरे मुल्कों का एस० ए० एस० का ५५·७ था और के० एल० एम० का ५९·५ था। इसी तरह से सन १९५६–५७ में एअर इंडिया इंटरनेशनल का लोड फैक्टर ६४·३१ था। जहां तक कास्ट का सवाल है, कास्ट पर माइल के हिसाब से भी एअर इंडिया इंटरनेशनल की कास्ट दूसरे मुल्कों से ज्यादा नहीं है। मेरे कहने का मतलब यह है कि अगर और भी ज्यादा कोशिश की जाए तो हम इस मामले में दूसरे मुल्कों से कभी पीछे नहीं रह सकते। इसके लिए हमें सबसे पहले यह कोशिश करनी पड़ेगी कि हम पैसिंजर लोड फैक्टर को बढ़ायें। मैं यह बात इसलिये कह रहा हूं कि इस मामले में हमें कुछ नुकसान उठाना पड़ा। मिसाल के तौर पर सन् १९५६–५७ के लोड फैक्टर को हम बावजूद कोशिश के पूरा नहीं कर सके। हम अपनी एअर सरविस को दूसरे मुल्कों में अपना लोड फैक्टर बढ़ा कर ही ज्यादा कामयाब बना सकते हैं और इसी तरह से हमारी आमदनी भी बढ़ सकती है।

जहां तक आमदनी का सवाल है, इस साल की रिपोर्ट देखने से पता चलता है कि इसमें काफी इजाफा हुआ है,लेकिन वह इतना तसल्लीबख्श नहीं है। रिपोर्ट में कहा गया है कि इसका सब से बड़ा कारण यह था कि जनवरी, १९६० में पाइलट्स का स्ट्राइक हुआ, और यह खयाल था कि अगर यह हड़ताल न होती तो साढ़े २१ लाख का मुनाफा ज्यादा होता।

दूसरी मेरी अपील यह है कि अगर हम चाहते हैं कि पबलिक सेक्टर की किसी कम्पनी में हम ज्यादा से ज्यादा मुनाफा कमाएं और वह कम्पनी कामयाब हो तो हमें वरकर्स के साथ जो रिलेशन्स हैं उन पर खास तौर पर ध्यान देना पड़ेगा। मैं इस बात को दो तीन दफा पहले भी कह चुका हूं कि देश की तरक्की का दारोमदार सब से ज्यादा इस बात पर है कि पबलिक सेक्टर कामयाब हो और पबलिक सेक्टर को कामयाब करने का एक ही तरीका है कि हमारे कारपोरेशनों के जो वरकर हैं उन पर हम ज्यादा से ज्यादा डिपेंड करें, और उनको कानफिडेन्स में लेने की कोशिश करें न कि कैपीटलिस्टों को। यही बात यहां भी एप्लाई होती है। इसलिए

में अपील करूंगा कि इस बात की तरफ ध्यान दिया जाए ।

रिपोर्ट में इस बात का भी जिक्र किया गया है कि जो डिमाडस थीं उनको आरबिट्रेशन के रूबरू पेश किया गया है और जो सिफारिशें हैं उन पर गौर हो रहा है । मैं चाहता हूं कि इस मामले में देरी न की जाए । मैं यह बात इसलिए कह रहा हूं कि यही एक तरीका है जिससे हम अपने पबलिक सेक्टर कन्सर्न्स को कामयाब बना सकते हैं ।

तीसरी बात मैं यह कहना चाहता हूं, जैसा कि मेरे माननीय मित्र श्री डी० सी० शर्मा ने भी कहा है, कि सब से ज्यादा जरूरत इस बात की है कि हम मामले को देखने के लिए पार्लियामेंट के मेम्बरों की एक कमेटी बनायी जाए जो हमारी एयर सरविसों के बकिंग सिस्टम को देखे और उसकी स्टडी करे और अपनी रिपोर्ट पेश करे । यह कोई नया खयाल नहीं है । हाउस आफ कामन्स ने भी इसके लिए एक सिलेक्ट कमेटी बनाई थी । जिसका हवाला मैंने अभी दिया था । मुझे पूरा विश्वास है कि आज माननीय मंत्री जी इस बात को मंजूर करेंगे । मुझे यह कहते हुए दुःख होता है और हाउस में यह सवाल कई दफा उठ भी चुका है कि पबलिक सेक्टर के जो कन्सर्न बने हुए हैं उनके मुताल्लिक जो पालिसी है, जो डिसकशन का मौजूदा तरीका है उसमें पार्लियामेंट को उतना कानफिडेंस में नहीं लिया जाता जितना लिया जाना चाहिए । मामूली मामूली सवाल भी जो हम पुट अप करते हैं वे इस बिना पर डिसएलाऊ कर दिये जाते हैं कि यह स्टैचूटरी कारपोरेशन है इसलिए इनकार्मेशन नहीं दी जा सकती है । यह बड़ा अहम मामला है इसलिए मैं जोर दूंगा कि ऐसी कमेटी जरूर बनाई जाय ताकि उनकी जो रिपोर्ट हो उस पर विचार किया जाय और उन सिफारिशों पर अमल किया जाय । मैं यह बात इसलिए कह रहा हूं क्योंकि जो हमारा फ्यूचर है वह डार्क में है । इस मामले में

हमारा दुनिया के बड़े बड़े मुल्कों से मुकाबला है । अगर हम वाकई उनसे मुकाबला करना चाहते हैं तो हमें बड़ी डिफकल्टीज आयेंगी और इस तरफ हमें बहुत ज्यादा काम करना पड़ेगा । इन तमाम बातों का जो कि मैंने आपसे कहीं, इस रिपोर्ट में भी जिक्र किया गया है और वह इस तरह से है :—

"Although the trend throughout the world towards mergers, consortiums or revenue pools will, to some extent, relieve competitive pressures, the fact remains that, backed by their respective Governments, the world's airlines by and large provide a total capacity on most routes far in excess of the demand. With the exception of peak seasons on special high density routes like the Atlantic, load factors are likely to be uneconomically low over many routes. The addition of large fleets of high capacity jet transport planes will aggravate the situation.".

यह बात मैंने इसलिये कही है कि जब दूसरे मुल्कों के अन्दर इतना जबर्दस्त कम्पटीशन है और उस कम्पटीशन का मुकाबला हमें करना है तो उसको मीट करने का दूसरा तरीका यह है कि हम जल्द से जल्द जैट ट्रान्सपोर्ट प्लेंस इंट्रोड्यूस करें । मुझे बड़ी खुशी है कि इस तरफ ऐक्टिव कदम उठाया गया है और तमाम सिस्टम को मीडर्नाइज किया जायगा ।

इसके बाद दो, तीन और छोटी छोटी तजवीजें मैं हाउस के सामने रखना चाहता हूं । मेरी एक तजवीज यह भी है । पार्लियामेंट में भी यह सवाल आया था लेकिन उस सवाल का जवाब देते हुए माननीय मन्त्री ने उस तजवीज को मानने से इंकार कर दिया था । सवाल यह था कि क्या कोई ऐसी तजवीज है कि एयर इंडिया इंटरनेशनल कारपोरेशन और इंडियन एयरलाइंस कारपोरेशन दोनों को आपस में एमैलगमेट कर दिया जाय । हो सकता है कि आप उस तजवीज के हक में

[श्री रामकृष्ण गुप्त]

न हों तो जो मेरे दोस्त श्री डी० सी० शर्मा ने ब्यु रखवा है उसको मंजूर कर लिया जाय। मैं यह बात इसलिए कहता हूं कि इस बात की सबसे ज्यादा जरूरत है। अगर आप इन दोनों कारपोरेशन्स की रिपोर्टस के बकिंग सिस्टम को माईन्यूटली स्टडी करेंगे तो आपको यह जान कर हैरानी होगी कि दोनों के अन्दर काम करने के तरीकों में जो बुनियादी चीजें हैं उनमें कितना भारी डिफेंस है। उनमें से दो, तीन चीजें मैं हाउस के सामने रखना चाहता हूं।

जहां तक एयर इण्डिया इण्टरनेशनल का ताल्लुक है उसमें कौस्ट पर एवेलेबुल टन-मील २·०८ रुपया पर मील है लेकिन जहां तक इण्डियन एयर लाइन्स कारपोरेशन का सवाल है उसमें कौस्ट पर एवेलेबुल टन-मील १·८७ रुपया पर मील है। इसके बाद आपको यह जान कर हैरानी होगी कि एयर इण्डिया इण्टरनेशनल का ओवर लोड फैक्टर पिछले साल ५८·२ था लेकिन फिर भी उसमें मुनाफा ज्यादा हुआ जबकि इण्डियन एयर लाइन्स कारपोरेशन का ओवर लोड फैक्टर बहुत ज्यादा था यानी ७०·७ था। इससे आप अन्दाजा लगा सकते हैं कि अगर ओवर लोड फैक्टर ज्यादा हो तो इनकम ज्यादा होनी चाहिये। मैं यह भी जानता हूं कि जहां तक पर्फारमेंस का सवाल है, ऐक्सपेंडीचर का सवाल है यह एयर इण्डिया इण्टरनेशनल में ज्यादा हो सकता है। मेरी समझ में यह बात नहीं आई कि जबकि एयर इण्डिया इण्टरनेशनल का लोड फैक्टर भी कम है, खर्चा भी ज्यादा है तो उसमें आमदनी ज्यादा होती है लेकिन इण्डियन एयरलाइन्स कारपोरेशन जहां कि लोड फैक्टर उससे ज्यादा है, वहां उसमें आमदनी कम है। मैंने इस रिपोर्ट को गौर से पढ़ा और यह मालूम करने की कोशिश की कि आखिर इसका क्या कारण है? जहां तक मैंने इसको समझने की कोशिश की इसका सबसे बड़ा कारण एसैसमेंट ऑफ स्टाफ है। मेरे पास समय नहीं है नहीं तो मैं दूसरे मुल्कों का हिवाला देकर बतलाता कि इण्डियन एयर लाइन्स कारपोरेशन के अन्दर स्टाफ का बाकायादा एसेसमेंट नहीं किया गया। जब प्राइवेट कम्पनीज को ओवरटेक किया गया नेशनलाइज किया गया तो तमाम स्टाफ को जो कि काफी से ज्यादा था उस सब को रख लिया गया। मेरा ख्याल है कि अगर कोशिश की जाय तो स्टाफ स्पेयर हो सकता है या उससे और ज्यादा काम लिया जा सकता है। इसी तरीके से बेटर कण्ट्रोल आफ ऐक्सपेंडीचर की इसमें गुंजाइश है। ऐक्सपेंडीचर में जितना कंट्रोल होना चाहिये उतना कण्ट्रोल एक्सपर्ट-गाइड नहीं किया जाता है। इसलिये इस तरफ भी ध्यान देने की जरूरत है।

जहां तक आमदनी बढ़ाने का तरीका है उसके बारे में भी हमें कोशिश करनी चाहिये। उसके लिये मैं एक छोटी सी तजवीज आपके सामने ऐक्सप्लेन करना चाहूंगा और अगर इस तजवीज को मान लिया जाय मंजूर कर लिया जाय तो इनकम में खास तौर पर इण्डियन एयरलाइन्स कारपोरेशन की इनकम में काफी फर्क पड़ सकता है।

मिसाल की तौर पर मैं यह सुझाव दूंगा कि पार्लियामेंट के मेम्बर्स को जो रेलवे का पास मिला हुआ है अगर उनको इण्डियन एयरलाइन्स कारपोरेशन में सफर करने की इजाजत दे दी जाय तो मैं समझता हूं कि उसकी आमदनी काफी बढ़ सकती है। मेरी समझ में यह बात नहीं आती कि इसमें गवर्नमेंट को क्या लौस है? आप सिर्फ इतनी इजाजत दे दें कि जो एक्सट्रा एक्सपेंडीचर है वह सफर करने वाले मेम्बर्स अपने पास से खुद पे करें। अगर वह रेल में सफर करेंगे तो उसका खर्चा लोकसभा सेक्रेटेरियट को वहन करना पड़ेगा। अगर वह इण्डियन एयर-लाइन्स कारपोरेशन में सफर करेंगे तो इस

तरह से उतना वह खर्चा कम हो जायगा और उसकी आमदनी में भी फर्क पड़ जायेगा चूंकि बहुत से मेम्बर्स हवाई जहाज के जरिए सफर करना ज्यादा पसन्द करेंगे और उनको एक्सट्रा रुपया अपने पास से देना पड़ेगा।

जहां तक लोड फैक्टर का सवाल है और यह कहा जाय कि लोड फैक्टर इससे बढ़ जायगा तो मैं इस बात को मानने को तैयार नहीं हूं क्योंकि जो मैंने अभी आपको बातें बतलाई हैं उनको देखने से पता चलता है कि अभी लोड फैक्टर बहुत कम है। अगर मैं दूसरे मुल्कों की मिसालें आपके सामने पेश करूं तो आपको यह जान कर हैरानी होगी कि वहां लोड फैक्टर ८०-९० है जबकि इण्डिया की कम्पनी का सिर्फ ७०.७ है जबकि पिछले साल तकरीबन ७ लाख १३ हजार आदमियों ने सफर किया। अगर यह रिआयत दे दी जाय तो मेरा ख्याल है कि ज्यादा से ज्यादा तादाद ७ लाख १३ हजार से २० हजार या २५ हजार ज्यादा हो सकती है और लोड फैक्टर २ या तीन प्वाइंट से ज्यादा नहीं बढ़ेगा। मुझे पूरा विश्वास है कि इस बात पर भी विचार किया जायगा और इससे भी आमदनी बढ़ने का एक अच्छा खासा रास्ता निकल सकता है।

आखिर में मैं फिर इस बात के लिये जोर दूंगा कि अगर हम इन दोनों कारपोरेशन्स का एमैलगमेशन न करें तो कम से कम ऐसा इन्तजाम किया जाय और एक कमेटी मुकर्रर की जाय कि जिससे इन दोनों कम्पनियों के दरमियान ज्यादा से ज्यादा कोआर्डिनेशन हो। मैं इस बात पर इसलिये भी जोर देता हूं कि जहां तक एयर इण्डिया इण्टरनेशनल का सवाल है उसमें मुनाफे की ज्यादा गुंजाइश नहीं है। जैसा कि मैंने आपको बतलाया कि लोड फैक्टर दूसरे मुल्कों से हमारा कम नहीं है, खर्चा दूसरे मुल्कों से ज्यादा नहीं है बल्कि कई मुल्कों से कम है, ऐसी हालत में आप आमदनी वहां इसी तरीके से बढ़ा सकते हैं कि इण्डियन एयरलाइन्स कारपोरेशन की आमदनी को बढ़ाया जाय और यह तभी मुमकिन हो सकता है जब दोनों के दरमियान ज्यादा से ज्यादा कोआर्डिनेशन और कोआपरेशन पैदा हो। ऐसा होने से उसमें और भी ज्यादा तरक्की हो सकती है। मुझे पूरा विश्वास है कि इन दो, चार बातों की तरफ पूरा ध्यान दिया जायगा।

आखिर में चूंकि मुझे इस बारे में थोड़ा सा पर्सनल तजुर्बा है और पिछले दिनों मुझे ऐयरइण्डिया इण्टरनेशनल के जरिये और इण्डियन ऐयर लाइन्स कारपोरेशन के जरिये भी सफर करने का मौका मिला था और मुझे यह बात जान कर बड़ा दुख हुआ कि हिन्दुस्तान जैसे देश में जहां कि वैजीटेरियन्स की तादाद सबसे ज्यादा है, अब अगर हिन्दुस्तान के अन्दर वैजीटेरियन खाने का मुनासिब इन्तजाम नहीं हो सकता तो दुनिया के दूसरे मुल्कों में हम कैसे उम्मीद रख सकते हैं कि वहां इस की तरफ ज्यादा ध्यान दिया जायगा? मैं इस बात पर जोर दूंगा कि इस तरफ भी हमें ध्यान देना चाहिये और वैजिटेरियन खाने का खास तौर पर ज्यादा से ज्यादा अच्छा इन्तजाम करना चाहिये।

आखिर में मैं एक और तजवीज पेश करना चाहता हूं, जिसका जिक्र पार्लियामेंट में भी आया था और माननीय मन्त्री जी ने इस बात को मानने से इंकार कर दिया था। मैं समझता हूं कि इनकम बढ़ाने का एक तरीका यह भी हो सकता है कि सारे केटरिंग सिस्टम को नैशनलाइज कर दिया जाये। उससे भी हमारी आमदनी बढ़ सकती है। एक वेस्टियन के दौरान में जब फैक्ट्स और पूरे हालात का पता चला, तो मुझे यह जान कर हैरानी हुई कि वहां टेंडर भी इनवाइट नहीं किये जाते हैं और जो दस पन्द्रह साल से कंट्रैक्टर्ज बने हुये हैं, उन्हीं को काम दे दिया जाता है।

The Deputy Minister of Civil Aviation (Shri Mohiuddin): May I remind

[Shri Mohiuddin]

the hon. Member that this question of catering was in connection with the Palam air-port which has nothing to do with the supply of food by the I.A.C. or by the A.I.I.

श्री रामकृष्ण गुप्त : इसलिये मेरी तजवीज है कि केटरिंग सिस्टम को इण्डियन एयरलाइन्स और एयर इण्डिया इण्टरनेशनल अपने हाथ में ले लें और वहां डिपार्टमेंटल केटरिंग जारी किया जाये, जिससे इन कम्पनियों की आमदनी बढ़े । मेरी समझ में नहीं आता कि यह सवाल इन दोनों कम्पनियों से क्यों नहीं ताल्लुक रखता । अगर दोनों कम्पनियां केटरिंग का अपने हाथ में ले लें और उसका इन्तजाम खुद करें, तो उनकी आमदनी बढ़ेगी, या और किसी तीसरे आदमी की बढ़ेगी, इस बात का जवाब माननीय मन्त्री जी खुद दे सकते हैं । इसलिये मेरी तजवीज है कि आमदनी बढ़ाने का यह भी तरीका हो सकता है कि केटरिंग सिस्टम को डिपार्टमेंटल तौर पर चलाया जाये, जैसा कि रेलवेज ने किया है । उस की आमदनी रेलवेज को ही मिल रही है, किसी दूसरे को नहीं मिल सकती है ।

Mr. Chairman: Motion moved:

"That this House takes note of the Annual Reports of the Indian Airlines Corporation and the Air-India International Corporation for the year 1959-60, laid on the Table of the House on the 14th December, 1960.".

16.42 hrs.

RE: ORISSA DEMANDS FOR GRANTS

The Deputy Minister of Finance (Shri B. R. Bhagat): Sir, the Minister of Finance had given notice of Demands in respect of Orissa Budget for the amounts shown in column 4 of the List of Demands circulated to Members.

It is now seen that there are some minor discrepancies between these figures and the corresponding figures shown in the Book of Demands.

The discrepancy has occurred on account of the procedural difference in the preparation of Budget papers in Orissa and at the Centre. The notice was issued according to our practice by rounding the amounts in thousands. According to the practice in Orissa, the figures are given in units.

With your permission, Sir, I would request that the list may be corrected** according to the revised list which I am laying on the Table. It may be circulated to the Members tonight.

Shri Nagi Reddy (Anantapur): Are you sure there are no other discrepancies?

Shri B. R. Bhagat: Not so far.

Shri Narayanankutty Menon (Mukandapuram): Let us see later on.

16.44 hrs.

MOTIONS *RE*: ANNUAL REPORTS OF THE INDIAN AIRLINES CORPORATION AND THE AIR-INDIA INTERNATIONAL CORPORATION—*Contd.*

Mr. Chairman: May I know how much time the hon. Minister would take?

Shri Mohiuddin: About 25 minutes. It is a two-hours discussion.

Mr. Chairman: Shri Menon.

Shri Narayanankutty Menon: Mr. Chairman, Sir, I join with Shri Sharma in expressing our legitimate sense of pride in the service of the Indian Airlines Corporation and the Air-India International Corporation, confining myself to paying a compliment to the pilots, the flight service men and the

**The corrected figures have been incorporated in the proceedings, *vide* Cols. 13660—75.

mechanics and also the compliment restricted to the service of these two corporations.

At the same time, there is another side of the picture which does not give us enough room for feeling it a matter of pride regarding the work of both these corporations. I wish to confine myself to those points which are not at all so sweet to the hon. Minister. But, reviewing the history of the working of these two corporations I feel that these matters should be high-lighted in a discussion like this. The first point which I wish to place before the House is the approach of the Indian Airlines Corporation about the acquisition of aircraft. The question of replacement of Dakotas had been engaging the attention of this House, the Public Accounts Committee and the Government for a long time. We found that after four or five years Government could not reach any agreed decision regarding its replacement. A few years back the IAC purchased a fleet of Heron aircraft. This House has known the circumstances which led the Government to buy this type of aircraft, whether it was warranted at that time, and whether it was suitable for the IAC. The hon. Minister defended the deal and said that Heron was suitable for feeder flights but wisdom came six months later and all these Herons had to be sold in the international market at junk price. Because of this transaction and the Viking transaction, the IAC had suffered a serious loss. I may tell the hon. Minister that this mistake which was committed in the face of technical advice to the contrary, cost us much and there was a serious loss. Let us not bury that serious loss. Much money has been squandered by officers who are responsible for the purchase of these aircraft and the responsibility had to be fixed upon them. This House should be told as to who was responsible and what action had been taken instead of taking an attitude: let bygones be bygones; let the purchase of Viking and Herons be forgotten.

When the hon. Minister Shri S. K. Patil came to this Ministry and touched upon this problem of replacement of Dakotas, he tried a hand at Fokker friendship aircraft and after sometime this type of aircraft had come in. But all of a sudden, even that has been given a go-by and new proposals are made by the Ministry. Now we are told that they are relying upon Avro 748, manufactured in Kanpur by the IAF. I have got nothing against the Air Force embarking upon an adventure of such a serious magnitude. The Press reports, consistently for the last six months, have told us that all the reliance that is placed by the Transport and Communications Ministry and the IAC upon this particular variety of aircraft is not going to materialise in the near future because there is something seriously wrong as far as the Avro manufacture is concerned. The Press reports have not only told that; they have also told us about the time factor involved in the flight of a prototype before the actual aircraft is flown and these are to be utilised to replace the Dakotas and the far expanding needs of the IAC are met. There is something seriously wrong technically as far as this is concerned. This morning I read that all that had been said in the Press is untrue and some prototypes are to be flown and so on. But certain information regarding these planes had also come which had not been contradicted by the companies themselves: even in the matter of designing some serious snag had appeared and it takes a long time, some months, in order to correct the designing faults that have been found in the first prototype. Secondly, according to the contract, the second prototype had to be flown and permit obtained in England by 31st July 1961. Could the Minister of Transport and Communications tell this House today that the second prototype would be flown before that date? The hon. Minister may laugh.

Shri Mohiuddin: What I meant was this. It is a British company. How can the Member ask for a guarantee or

[Shri Mohiuddin]

an assurance from me whether a certain thing will be done by 31st July, 1961? It is surprising.

Shri Narayanankutty Menon: I did not know that the hon. Minister was so ignorant about the transaction. I was not demanding anything from the British Government. I was demanding information because this hon. Minister was telling us that this Avro-748 was being manufactured for supply to the IAC by the IAF at Kanpur and that a British company had entered into a contract that the prototype would be flown by 31st July 1961 and there was also a penalty clause. A contract has been entered into by the President of India, and as representing the President of India, the Government of India and this Ministry are responsible to this House. Therefore, I put this question to him and enquire whether that contract will be fulfilled.

Then there is another thing. Press reports show that there was an offer from the Lockheed Co. As a matter of fact, let me say that I do not, in the first place, hold any brief for the Lockheed Co. But I wish to bring to the notice of this House that an offer, according to the press reports, has been made to the Government by this company. I do not know any more details. I am mentioning only the press reports which say that this Lockheed Co. which had manufactured the notorious U-2 plane have made an offer to the Government of India to the effect that they will set up an aircraft factory here for the manufacture of the new prototype of the Lockheed electra plane and that the United States Government will supply the capital without foreign exchange restrictions to the tune of Rs. 8 crores, adding that within 24 months the prototype will be ready. We are not told that that offer has been rejected. If it is a fact that entire reliance by the IAC and the Government is being placed on the Avro-748, this House should know the progress of the manufacture of this Avro plane and when this plane will be available. This is so important, and because of the expanding needs of the IAC it is not possible for the IAC to obtain the correct type of aircraft and because of the lack of proper aircraft, the expansion programme of the IAC is seriously being undermined. Therefore, some serious thinking will have to be done on this matter and some serious decision will have to be taken regarding the type of aircraft to be procurred, whether it is Lockheed or Ilyshin or Avro-748. The Government should take a firm decision. Though it has taken a very long time, there is yet enough time for the Government to come to a decision regarding this aircraft.

The next point that I wish to bring before this House has been a subject-matter of serious discussion previously, and that is about the private airlines. Every side of the House will agree with me when I say that it is an anachronism in our country today, after the industrial policy resolution, after repeated assurances from the Government to this House, to see that still more and more licences and permits are being given for private airlines to be operated in certain parts of the country. This House knows very well from the answers given by the Minister the story as to how....

Shri Mohiuddin: May I remind the hon. Member that this discussion is on the annual reports of the two Corporations, and these reports have nothing to do with private operators and licences.

Shri Narayanankutty Menon: I will show him how it is relevant. He has said that the IAC is not making enough profits. In the reports it is said that the IAC is not making enough profits because another arm of the Ministry—the Government itself is responsible for it—is giving permits and licences for private airlines to operate in certain parts of the country and because of such permits, these Corpo-

rations are not making enough profit, and these private airlines are being made an enemy of these two Corporations. That is how it is relevant in this context. There are so many other things which I would like to point out, but because of lack of time, I am not mentioning them. But the one important thing is this: unless the Government changes its policy of creating an enemy for its own Corporations in this country for the purpose of feeding the private airlines, whatever has happened in regard to the Kalinga Airlines and other airlines will continue to happen. Therefore, at least this year the Government should take a decision that the entire civil aviation in the country is nationalised and that the private operators be stopped from functioning.

Regarding aviation fuel, the Indian Oil Company has come into the picture now. It is another wing of the Government. The IAC and the AII are getting aviation fuel from the private oil companies today. But in the international market, even in the non-communist countries in the world, Soviet oil which costs only 60 per cent less than the other variety, is being utilised by English companies in the European aerodromes. I say that a serious attempt should be made now, with the Indian Oil Company in the public sector, to import superior kerosene and high speed diesel oil. The IAC and the AII should make a serious attempt in order to find out whether superior aviation oil at lesser cost would be available from the Soviet Union or Rumania, and during the course of this year, an attempt should be made in that direction.

My next point is in regard to catering. I myself have had occasion to go to the Palam airport the other day. I found that one cup of tea costs 12 annas, and a breakfast costs Rs. 3.75. You will be surprised to know that even at the international airport at Zurich, you can have a dinner, together with the floor show and music, at two francs and that too in the continental style. Compare this with a cup of tea and lunch for Rs. 3.75 in the Palam airport. There is something seriously wrong, and I think there is somebody interested in it down there and that is why every year they try to justify what is going on there.

Regarding the commercial pilots who are trained and whose question has been dealt with by this House, I may submit that Rs. 52,000 per pilot has been spent by the Government of India for training them and there are about 70 pilots now. This Ministry has not been able to find an answer as to how to utilise these pilots. This morning, in answer to a question, the Minister said that there is a demand from the UAR for pilots for Viscount service. It is a simple proposition. As far as the IAC is concerned, there are more senior pilots than are required and some of them can be sent to UAR. In their place, these pilots can be absorbed. Thus, a solution can be found to this problem.

In conclusion, I would submit that regarding all these matters, we find lack of thorough planning in IAC and AII. The Ministry should devote some more time, even though they may not accede to Shri D. C. Sharma's demand for a parliamentary committee, and try to settle the matters regarding the purchase of aircraft and also economy.

Shri Harish Chandra Mathur: Mr. Chairman, Sir, I think certainly there is justification for our feeling proud about the progress which both the airlines are making. The Air India International has certainly established an international reputation. I do not think we can say anything lightheartedly in this House so far as the services and amenities of the AII are concerned. In the international field, it is only the reputation that counts so much My friend who sponsored this motion talked about publicity and I just got up to say so far as the publicity of AII is concerned, even in the international competition, AII stands first as regards its publicity.

Apart from that, let us judge from the results. As the co-sponsor men-

[Shri Harish Chandra Mathur].

tioned, the load factor of AII made it absolutely clear that their performance was comparable with that of any other air service in the international field. The other point was mentioned about up-to-date aircraft. I hope there is no aircraft today in the international field which is more up-to-date than the Boeing 707, which the AII has adopted. The House knows that AII has made rapid progress in changing over to this jet aircraft and it is their proposal that by 1962, the entire service of AII will be conducted by Boeing 707. It is the Boeing 707 which in its inaugural flight from Rome to London established the world record and got approbation in the international field.

So far as these points are concerned, there can be very little cause of complaint and grouse. I will also mention about the co-ordination between the two corporations about which mention was made by both hon. Members. Here again, if hon. Members had just looked at the personnel of the boards of both the corporations, they would find that the membership is almost common. Both the Indian Airlines and the AII have their separate boards, but 50 per cent of the members are the same on both the boards. I do not think there can be any better co-ordination than should be feasible from the membership of these boards.

As I said, it is of course true that IAC has made some progress during these years. As we see from the report, they have turned the corner and from incurring heavy losses, they have shown that this year they are making a profit of about Rs. 7 lakhs. But let this House be clear that this profit is absolutely illusory. There is no profit which the Indian Airlines are making, because they do not indicate, they have not taken into account the interest which should be payable on the loan of about Rs. 7 crores. The interest on the loan if it is calculated would be about Rs. 35 lakhs a year. There will be another Rs. 35 lakhs on the capital outlay. So, until and unless they earn another Rs. 70 lakhs, let us understand that they are making absolutely no profit. I see absolutely no justification why the Indian Airlines should not be making a real profit.

17 hrs.

Another thing which I wish to submit regarding the Indian Airlines is that they have not planned fairly well, to anybody's satisfaction, the purchase of their planes sufficiently in future. I do not like to go into all the details as my hon. friend Shri Menon. We have the same grievance in this particular respect, and I would like without taking the time of the House, to endorse what he has said. We would like to have a certain clarification from the hon. Minister. My immediate point is, why is it that the Indian Airlines is not taking over the seven super-constellations which would be available from the Air-India International by 1962? What is the trouble? Air-India International has got super-constellations. Because they are switching on to Boeing service, these constellations, our own constellations would be available. But they are going to be sold somewhere, and they are now hunting somewhere else in the market to sell them. Why should we not be able to utilise these aeroplanes? I put this question to certain people concerned, and they said that we have not got now proper arrangements for their maintenance, and that because we are having a certain set of planes of a different type these seven planes if we take over will create a sort of difficulties for us.

Now, it is here that I feel comes the utter necessity of having these two corporations amalgamated. This amalgamation of the two corporations was resisted at the earlier stage for certain reasons. It was said that when the Indian Airlines was constituted they brought in various companies and the standard of service of the companies was so varying that they did not want to bring the two corporations together because it might affect the standard of Air-India Inter-

national. But now it is long enough that you have been working this corporation. Now you have standardised things. You have revised your salaries and scales of pay. You have given them higher salaries, higher pay scales which are quite adequate. Now I think there is no justification why these two should not be brought together.

If these two corporations are amalgamated a considerable economy will be brought about. It is my apprehension that as in the private sector so also in the public sector there are always vested interests created, and these vested interests in the public sector are sometimes more dangerous than the vested interests in the private sector, because we do not see them very clearly. If these two corporations are amalgamated I am sure there would be a considerable economy affected. We can make certain arrangements by which—of course, their accounts would be kept separate—so many things will happen. There are hundred and one instances where in spite of co-ordination at the top or at any other level there have been difficulties. Unless and until there is complete agreement of these two corporations things will not improve. I do not think personalities should come in our way. Sometimes we were told that that there was a serious talk going on about the amalgamation of these corporations but the Chairman of the Air-India Internation was not inclined favourably towards this proposal, and he said that he would not like to continue as Chairman of the Air-India International. I do not think we can be bamboozled into our decisions by the threats of any particular individual. I have respect for the gentleman. He has built up the Air-India Internatianal. He has served Air India International very well. But there is a limit to everything. That does not mean he should be permitted to influence our correct decisions. I should like to know the reasons which are stopping you from doing that. I would like to know whether there was a talk, whether there was a proposal or not, and whether that proposal was opposed by the Chairman of the Air India International and whether that was one of the reasons why you have not been able to do so.

Mr. Chairman: The hon. Member should conclude, as many other hon Members want to speak.

Shri Harish Chandra Mathur: I will conclude in another two or three minutes.

As I just now mentioned, the Air India International is now changing over to Boeings and will change over completely by the end of the year 1962. Therefore, they wanted the Madras airport to be made worthy of receiving Boeing service. Now that airport cannot receive a jet plane because the runway has got to be lengthened. I do not know why no action has been taken on that. As a matter of fact, though my hon. friend had denied it here, that they never wanted it by the end of June this year, I think they wanted to start the service to Sydney by June 1961. But we have not been able to do anything. The Government of India is responsible for sitting over this proposal and not taking any decision. It is affecting not only the development of the Madras airport, it is affecting the services of the Air India International, because it will give us a big jolt in our competition in international services, because Madras airport is very much in the centre and unless we develop the Madras airport we will not be able to cater to the traffic which goes towards Sydney and that side. My information is that for the entire Plan they have provided only Rs. 30 lakhs, whereas the improvement of the Madras airpore alone will need at least Rs. 70 lakhs to 80 lakhs. I do not know how to reconcile these two programmes—the proposal of Air India International to switch over by 1962 entirely to Boeing service and the Madras airport not being converted and made fit for the Boeing service even by the end of the Plan. I under-

[Shri Harish Chandra Mathur].

stand that the Air India International even made offers to the Government that "if you have not got the money, we will lend you money". I would like the hon. Minister to make it clear whether it is correct or not and whether they are taking any active decisions in this matter.

Lastly, I will come to a matter of personal interests, and that is the extension of the services to the State capitals and to other important towns. The Indian Airlines Corporation have been good enough to have air services to Jaipur, Udaipur and Jodhpur. They have not done it entirely as a matter of generosity; they have done it because the State Government has undertaken to pay them if they incur any loss. But they have done it in such a clumsy manner that if you take the air service from Delhi to Jodhpur, it is only twice a week. Do you think that it is going to be of any use? I want to go to Jodhpur from here today and return the very next day. If you have only two services a week, it is useless; almost useless. Of course, whatever little use can be made is being made. But if you want to give a fair trial to the route, you must have four services so that one can go to Jodhpur by air one day and would be able to return the next day. So, I would respectfully request the hon. Minister to give serious consideration to this proposal and increase the number of frequencies of service from Delhi to Jodhpur from two to four, to start with. They can also take it up to Ahmedabad, if they like, and experiment the present potential. I am sure that he will be satisfied with the traffic that he is getting if he is good enough to accede to this request of mine. Then the service will become paying in due course.

Shri Sinhasan Singh (Gorakhpur): Mr. Chairman, while discussing this motion I think a good point was made by the mover. In this connection, I may say that while going through the Annual Report of the Indian Airlines Corporation for the year 1958-59, I found the following passage:

> "On 14th March, 1959, the Committee submitted its report which was placed before Parliament on the 23rd March, 1959. The Committee, while paying a tribute to the operational efficiency of the Corporation and the professional integrity of the management and commending the manner in which the Viscount operations have been carried on, has pointed out financial, accounting and Organisational short-comings and made recommendations for their improvement."

What I am not able to make out is whether they have given a good certificate to the management or the opposite of it. This looks very odd. Here they say:

> "It is apparent that the men concerned are extremely anxious to make the airline a successful undertaking."

But on page 5 they say:

> "But it is also due, in our view, to the lack of a driving sense of purpose throughout the Corporation. The most immediate task of the I.A.C. Management should be to establish an all-pervading feeling that the Corporation exists primarily as a commercial undertaking; that its purpose is not only to provide good and efficient air services but also to operate these services at a profit. To establish this purpose will require the adoption of improved techniques of communications within the Corporation but there is no reason why such a new cost consciousness and consequent higher morale should not be introduced quite rapidly."

As to the morale of the services they say that the morale of the junior staff is very low. When the morale of the junior management staff is low, one can understand why the Corporation is not able to make any profit.

The Corporation has been depending on Government subsidy and loans. Even the report says that they want to have more subsidy. The Government of India have been advancing loans from time to time to reimburse the working capital. They have now agreed to teeat the losses suffered by the Corporation as subsides. The Corporation, it is said, is awaiting the manner in which the subsidy is to be treated and the losses being written off.

Any Corporation should be treated as a commercial body and should not depend upon Government subsidy. In this connection the hon. Minister pointed out that for the first time the Corporation has turned a new leaf by making a profit of Rs. 7 lakhs. Year after year they have been suffering losses and Government have been subsidising them. On the other hand, the sister Corporation, the Air-India International has been making yearly profits for a long time. The members of the Board of Directors are almost the same, excepting a few differences here and there. Almost the same members sit on both the Boards. But while one of the Corporations has been making a profit, the other has been suffering a loss.

As the time at my disposal is short, I do not wish to enter into details. A commercial corporation cannot depend for ever on Government subsidies. As my hon. friend Shri Mathur just now said, the Air-lines Corporation should extend its services. On the other hand, some of the services which were extended have been curtailed. No airline business can survive on one or two services in a week. There should be daily scheduled flights, so that the customer may know that he could go and come back. For example, we had a service to Gorakhpur. These services operated only twice a week. Unfortunately, the day scheduled for flights was Monday and Friday. As you know, Sir, there are seven factories in Gorakhpur and most of the factories are owned by a community of India which is monopolising the whole industry. But they are unfortunately very superstitious. They are so superstitious that they would not go east on Mondays or go west on Fridays. These are the two days, Friday to the west and Monday to the east. And this community would not avail of it. Nobody would wait for three days to avail of the air service. The result is that the service has begun to work at a loss. I said every time, "Make it daily, so that this community may avail of it on the day which is auspicious to them."

I am submitting a plea for the service to be revived into a daily service. Certain Members of Parliament wrote to the Corporation about it, and we gave a certain alternative suggestion. There are three services running from Delhi to Calcutta every day, all of them going through Banaras, Agra and Lucknow. We suggested that one of them may be diverted *via* Gorakhpur without any curtailment of any service to any other place. A copy of the letter that we wrote to the Chairman of the Corporation, I sent to the hon. Minister. The hon. Minister had the courtesy to reply to it, though in a negative form; he said that he is trying and so forth. But still I am awaiting even an acknowledgement of that letter from the Chairman of the Corporation. Even an acknowledgement has not yet come, I am sorry to say. The Minister's reply must have been sent to him. But I had addressed the letter to the Chairman of the Corporation and he should have replied to me as to what he is doing in the matter.

I am submitting that there is a case so far as Gorakhpur is concerned. Gorakhpur is going to have a fertiliser factory. Recently the Japanese experts had come there. They found it difficult on seeing that there was no air service. They have to come there off and on, and they cannot afford to spend the time travelling by rail. The Collector of the district, and even the Government,

[Shri Sinhasan Singh].

found it hard to persuade them and tell them that sometime there may be an air service. After the monsoon the Japanese experts are going to come there frequently, and one impediment is the lack of air service.

As I said, Gorakhpur has twenty-seven factories, it is going to have a fertiliser factory, the Japanese experts are coming there and going back. And Gorakhpur is on the air line between Calcutta and Delhi. It has got a university. it is the headquarters of a Railway. It is also the headquarters of the eastern districts of U.P. Therefore, it is the most important place in that part of the country, that is between North Bihar and East U.P. It should have the air connection.

Then, there are two sacred places near about Gorakhpur, Lord Buddha's *nirvan* place as also his birth place. Lord Buddha's *nirvan* place is thirty-five miles to the east of Gorakhpur and his birth place about sixty miles to the north of Gorakhpur. Pilgrims come from Japan, China, Malaya, Indonesia and other places. Pilgrims from all the Buddhist countries come there. But they are deprived of an air service to this place. The world today has become airminded and wants quicker service. The Japanese, Chinese and Buddhists from other countries feel the dearth of an air service to this place. (*Interruption*). Communist Chinese will not come, they do not believe in religion. But the people who believe in religion will come.

I therefore hope that the Corporation will consider the position. It will not be a loss to them, but a positive gain if they adopt one of the suggestions that I submitted. My friend pointed out about private service. I say that the Corporation should have a regular services as well as shuttle services. If they cannot connect it up with the regular service, they can have a shuttle service so that people can avail of it. In the railway also there are main lines and branch lines. This is also a commercial body. So there must be branch lines or shuttle services. They can put one line and connect it up. I would request the Ministry and the Corporation to consider it as a financial proposition and as a commercial proposition that they must link up Gorakhpur with the air line because of the fact that they are going to have a definite scope in the future, because the Japanese are coming and going out every now and then and because of all the other reasons that I have mentioned. As my hon. friend has said, everywhere there should be daily service, and not twice a week only.

Shri N. R. Muniswamy (Vellore): I also join with my hon. friends in offering my congratulations to the management as well as the Ministry in respect of the air services run by these two corporations, namely the Air India International and the Indian Airlines Corporation.

My hon. friends who have spoken before me have stated that the Air India International is making every year uniformly some sort of profit, and a huge profit at that. This indicates that the chairman of the board of directors, namely Shri J. R. D. Tata, who has been managing the whole affair is doing things on a commercial basis, and he sees to it that the corporation makes a profit. But he happens to be also in the IAC as one of the directors, and I do not know why his wisdom has not been properly utilised, and why he does not co-operate with them to see that the IAC also runs on a commercial basis and makes profits. As the other Members have already pointed out, the composition of the board of directors is almost the same in both the corporations, except for some changes here and there; on the whole, the main brain-waves are there; nearly, 50 per cent of the membership of the board of directors is the same in both the corporations, and I do not know why still the IAC does not make a profit.

From the reports of the IAC and the AII which I have read I find that the commission that is paid to the agents who sell the tickets comes to a huge figure. In 1959-60, I find that AII has paid Rs. 86,67,168 by way of commission alone per year; similarly, the IAC has paid by way of commission a sum of Rs. 26,46,537. I do not see why such a huge commission should be paid to the agents who happen to convass passengers for us by diverting them from other airlines. I only wish that either the number of agents should be curtailed, or the commission should be given on a different basis altogether. I know that all the international airlines have got their own convention, and according to the convention, they might have their own tariff to give to the agencies by way of commission. All the same, I feel that this huge payment of commission to the tune of Rs. 86 lakhs per year so far as the AII is concerned, needs to be looked into and it must be seen whether there is any leakage in this respect. By saying this, I do not mean to express any dobut about the audit and other things; of course, the audit people must have taken proper care to see that commission had not been paid unnecessarily. All the same, this amount seems to be a huge one. As a matter of fact, even the profit that they are making is not much, but the commission comes to so much.

The IAC has been making no profit at all, and year after year, it has been incurring losses, except, of course, during this year, when it has made a profit of Rs. 7 lakhs or Rs. 9 lakhs or so, which is nothing practically, because it is a drop in the ocean as compared to the huge amount that we are spending. Further, we are also deriving no interest on all these amounts. And yet, it pays Rs. 26 or 27 lakhs by way of commission per year. That looks somewhat odd. This has to be looked into. At least, this amount could be curtailed. After all, we pay this amount only to the local agencies. So, if we curtail the percentage of commission that is paid to them, we can thereby add to the profit.

Having made this preliminary observation, I shall now proceed to make two other observations which, according to me, are very important. My hon. friend Shri Narayanankutty Menon has made some observations regarding the private airlines, and he has stated that it is because of these private airlines that the IAC has not made any profit, because these private airlines are running in competition. But I fail to understand how the private airlines can fly on the same route as the IAC does. As long as they do not run their services on the same routes as the IAC, I do not think that can account for the loss sustained by the IAC; I think the reason must be sought for somewhere else. I do not know how my hon. friend has corrected the two things.

Shri Narayanankutty Menon: They are using the same routes.

Shri N. R. Muniswamy: If they are using the same routes, then here is an ample reason. I do not know whether they are running their services on the main routes or the trunk routes or in the feeder routes or air mail routes. Whatever be the cause, still, can that lead to a loss to the tune of crores of rupees, if the private airlines are permitted to run on the same routes?

Another important aspect that I wish to bring to the notice of the House, and which has already been referred to by the previous speakers is this, namely that a committee has been appointed to go into the question of the feasibility of using the redundant Lockheed Superconstellations. This point has been raised also by my hon. friend Shri Harish Chandra Mathur as to why we should not use them. By the introduction of the Boeing service, some of these super constellations have become redundant. Some of them have been grounded. They might possibly be sold to other countries. The Committee has said that there are certain technical difficulties in the way of utilising these super constellations in the domestic service. We are unable to understand

[Shri N. R. Muniswamy].

what those technical difficulties are. If they can be used for international services, what are the difficulties in the way of their being used for the internal services. So they should be able to throw some light on this point. The Committee's Report has not been placed before the House; even if it is, it has not been discussed in the House. I only wish that the hon. Minister will throw some light on this point in his reply.

Then there is another thing. The Minister of Transport and Communications had suggested to Government that the Ministry should have their own factory for the manufacture of aircraft for the feeder services. Subject to correction, this has not been agreed to by Government. It was said that since Avro-748 is to be manufactured at Kanpur not only for defence purposes but also for civil purposes, this suggestion need not be accepted. As a result of this, the scheme has not been proceeded with. I fail to see why when there is so much local demand, the civil aviation requirements should be curbed. I think this is a wrong policy. The Ministry should insist on having its own factory for manufacturing aircraft to run the feeder services, or shuttle services as my hon. friend said. We are now having so many services. If we have shuttle services between distances of 100 and 200 miles, one can go to and fro and come back the same day. This will help remove the congestion in traffic in other aspects also.

Therefore, the Ministry should throw some light on this, as to why its suggestion was not accepted. I only wish the Ministry had pursued its earlier suggestion for the installation of a factory for manufacturing small aircraft for its services.

When passengers travel, they insure their lives. I do not know why this business should be given to third parties. Why should not Government co-ordinate it with LIC and evolve a formula by which the money is collected along with the fare? It may be Rs. 5 or Rs. 10, as the case may be. Nobody would feel the pinch of it because the premium is included in the fare itself. If any accident takes palce —I wish no accident takes place— Their nominees will stand to gain. So instead of a private company getting the business, LIC can be asked to co-ordinate and see that this business is taken up by them. If no accidents take place, it will only add to the income of IAC and A-II, because all the passengers will be paying the premium which is already included in the fare.

I request the hon. Minister to reply to the points raised regarding the manufacture of aircraft for feeder services and also regarding the difficulties pointed out by the Committee in the way of the utilisation of the super constellations for internal services.

Some Hon. Members *rose*—

Mr. Chairman: There is no time. I have to call the hon. Minister at 5:30 P.M.

Shri P. C. Borooah (Sibsagar): I come from an area which is vitally connected with air transport.

Shri Morarka (Jhunjhunu): Let us have five minutes each.

Mr. Chairman: Is the House willing to sit 15 minutes longer?

Some Hon. Members: Yes.

Shri Joachim Alva (Kanara): Yes, so that I can also get a chance.

Mr. Chairman: Each of the hon. Members will take five minutes.

Shri Nagi Reddy (Anantapur): I may also have five minutes.

Shri P. C. Borooah: Mr. Chairman, I thank you very much at the outset for giving me this opportunity. I do not want to waste my time and straight away want to go to the points.

I first praise the Ministry for introducing the Fokker Friendship aeroplanes in the Assam lines from the 1st of May. I also associate myself with those hon. Members who have congratulated the Ministry for their many achievements in the IAC and the AII.

My second point is that. Assam is suffering very much from transport difficulties. We know that since partition our direct transport has been disrupted and North-East India has been cut off from the rest of India except a stretch of 40 miles of land over which the Assam Rail link passes. It has not able to cope with the increasing traffic. A number of private airlines are working there and carrying on tea and other things. Why is it not possible for this I.A.C. to extend their activities and also take over all air-transport of Assam and make good profit? I request the Ministry to see to this and also see that the IAC can bring the teas and other things from Assam to Calcutta. I think that there should be a little bit of subsidising in air freight or air fare to Assam and I hope the Ministry will consider that.

I do not want to say anythting about the amalgamation of the IAC and the AII. Enough has been said by Shri Mathur and others in this regard and I fully support that thing. That should be gone into.

As regards private operators I do not know why there are so many private operators operating in the Assam, Naga Hills and NEFA areas. They are operating not only for supply but for air-lifts also. We have got reports that while local people are not allowed to get there, foreign journalists could go and contact the Naga hostiles and meet our crew whom we have not been able to rescue in spite of our all efforts for the 7 or 8 months. I say that the lisensing of private operators should be stopped and all their jobs should be taken over by the IAC.

About tourism some concession should be given to and from Assam. The Assam State is actually neglected and no foreigner or tourist finds it convenient to come there. The tourist arrangement is not good there. But there are many good spots. There are so many places like Kajiranga, Haflong and Shillong. Some facilities should be given for tourism in Assam lines, and get tourist traffic increased.

As regards services Nos. 211 and 212, these are very important services so far as that State is concerned. They carry all mails to and from Assam and serve many stations. That service starts from Calcutta and goes via Gauhati, Tezpur, Jorhat, Lilabari and Mohanbari and thence to Along. We want that this service should be improved. If it is possible, instead of Dakotas, the Fokker Friendship aircraft should be introduced, as soon as possible.

Another thing is that there is much irregularity in this service in the sense that there is cancellation of freight at the last moment and without notice. Of course, it is said, it is due to weather but creates lot of difficulties. A passenger coming all the way from Calcutta and Gauhati, at Jorhat he hears that the service to Lilabari has been cancelled. This happens very often. In my own case also it happened once. I was stranded. These cause difficulties to passengers; why should these be a cancellation at all on flimsy grounds?

Then about Shillong. Shillong is the capital of Assam. All the other State capitals are connected by Air. Shillong alone is not connected. I want the Minister to consider the question of connecting Shillong by air as early as possible.

In the Calcutta station, I find people experiencing difficulty in purchasing the tickets. Unless one waits for three or four hours, it is generally not possible to have a ticket. Better arrangements should be made for people to buy tickets conveniently.

[Shri P. C. Borooah].

I have no time to discuss other things; although I had some other matters and I shall take another opportunity to bring them up here. But there is one small thing about serving meals. I do not know why the full meal service on the Assam section was suspended. It is said that heavy snacks are served. What is this heavy snack? From the Assam section, the I.A.C. are getting so much money. We want that instead of light meal or heavy snacks, full meal service should be introduced. The passengers there have to travel for two to four hours. Requesting the Ministry to consider it and Thanking you, I end.

Shri Damani (Jalore): Sir, the reports of the Air India International and the Indian Airlines Corporation for the years 1958-59 and 1959-60 are before the House. It is apparent from the reports that the number of passengers travelling during 1959-60 has increased considerably. If we compare the figures with those of 1955-56, it shows that the public is becoming more and more air-minded and at this moment the services to important centres are so crowded that it is difficult to find seats in scheduled routes. Therefore, the Corporation and the Government should consider the purchase of more Viscounts; if new ones are not available, secondhand ones should be bought to replace the Dakotas which we are holding in a large number so that the public can get the benefit.

The accounts of the AII are audited by two chartered accountants while those of the IAC are checked by internal auditors. The Act stipulates that they should be audited by the Auditor-General and I do not know whether it has been done till now. The balance sheet of IAC shows that it is checked by the internal auditor. What is the reason for taking a long time in getting the accounts audited by the Auditor-General?

If we compare of the working of the AII with that of the IAC we feel that the former has done much better. The AII has to compete in the world with other airlines while the IAC has a whole monopoly in the country. In 1957-58, the AII made a profit of Rs. 71 lakhs, in 1958-59, Rs. 15 lakhs and in 1959-60, Rs. 18 lakhs while the IAC lost Rs. 103 lakhs in 1957-58 and Rs. 91 lakhs in 1958-59 and has made a profit of Rs. 7 lakhs in 1959-60. The amount invested by the IAC is about Rs. 15 crores and the return or profit works out to less than half a per cent on the total investment. This is the working result after getting so much passenger traffic. So, I think that the working is very unsatisfactory and there is room for improvement.

Sometime back the Government appointed a committee called the Wheatcroft Committee and that committee made certain observations. They observed that while they appreciated the good quality of the services, they felt a weakness in planning and control of expenditure; there was a lack of cost consciousness throughout the organisation and there was inadequate budgetary planning and ineffective control of the budget, etc.

This is also my personal experience. In certain important centres, if anybody wants to book a seat, even four or five days earlier, he is told that the seats have already been reserved and that his name is put on the waiting list. If a person comes on the date of travel at aerodrome on the scheduled day, he gets a ticket and when he enters the plane he will find four or five seats vacant. There is something wrong in the booking system. If the system continues like this, naturally the Corporation is going to lose annually. When a plane has got 40 seats and if it flies with just 36 passengers, with four or five seats vacant, naturally it leads to a direct loss of revenue.

17:42 hrs.

[MR. SPEAKER *in the Chair*]

I think that the booking system is

defective and there are some loopholes which have to be plugged and the defects removed so that the revenue can be increased and along with that, more passengers could be accommodated.

I would also like to suggest that services from important centres like Bombay, Delhi, Calcutta and Madras and the number of services on routes like Bombay-Delhi, Bombay-Calcutta, etc., be increased so that the public can get the required number of seats on these routes. It is very important, and it is also very paying. Therefore, greater attention should be given to link these big cities with as many flights as possible.

Shri Morarka: I only want to put a few questions to the Minister. My first question is this. From a perusal of the 7th report of the AII, I find that every year, we are writing off as obsolescent spare-parts worth about Rs. 22 lakhs to Rs. 27 lakhs. In the year ending March, 1959, they wrote off as obsolescent spare-parts worth about Rs. 22·35 lakhs. In the year ending 31st March, 1960, they wrote off another Rs. 27·25 lakhs worth of spare-parts and stores as being obsolescent. Why do they become obsolescent to such a great extent?

My second question is this. Is it a fact that as compared to the previous years, during the year 1960-61, the expenditure on salaries and wages alone increased by Rs. 80 lakhs in the IAC and as a result of this increase the Government is contemplating an increase in the air fares? If so, would it be possible for the hon. Minister to indicate to what extent the air fares are likely to be increased?

My third question is this. Is it a fact that the AII is contemplating and have decided to sell the Constellations and Super-constellations and, if so, is it also a fact that the international market price of Constellations and Super-constellations being very low, they are contemplating to sell these aircraft at a much lower price than the written down value? In that case, why do the Government not consider about the transfer of these Constellations and Super-constellations to the IAC for our internal services where the traffic is so heavy and is increasing every day and for which we do not get more Viscounts or other suitable planes?

Finally, I want to draw the attention of the hon. Minister to the fact that to IAC, Rs. 8 crores are given by way of loan by the Government at 4½ per cent. But the Government has decided not to charge any interest till October, 1966. If that is so, why not merge it with the capital? Why are you treating it as a loan when you are not going to charge any interest till 1966? I think from the point of view of accountancy, and company finance it would be much better if you increase the equity capital of this corporation, amalgamating this Government loan, because otherwise, the picture is not quite correct. The profit which was shown this year of about Rs. 7 lakhs is not the correct profit, because if you make provision for the interest, which alone will come to Rs. 35 lakhs, it will turn into a loss. I would like to know whether the Minister has any objection as to why they do not want to convert this loan into equity capital.

Shri Joachim Alva: I regret I was not here when the debate started. Due to unforeseen circumstances, I came late and mine has been the loss that I have not heard the valued speeches of my colleagues. Air India International and Indian Airlines are two sister companies, each growing in strength, in admiration and beauty—to use the phrase—and it is no use comparing one with the other. The Indian Airlines was raised from a kind of mess in the sense that half a dozen private capitalists who did what they liked with each other; there was cut-throat competition amongst them and all kinds of compensations were asked for when the Bill came before this House to take over the Airlines.

[Shri Joachim Alva]

The Indian Airlines has passed through very hard days. Today we are fortunate that it is managed by one of the ablest and noblest officers of the IAF lent to the Indian Airlines. I shall not mention his name. On the last occasion, you said that no names shall be mentioned. But I shall not fail to pay my tribute to the General Manager of the Indian Airlines, who is one of the most trusted, efficient, silent and very unassuming officers we have ever had in any department of the Government of India. He has been abroad on both sides of the curtain and visited aircraft manufacturing centres. He has pulled the Indian Airlines out of the rut and brought some kind of stability to it today. His services have been lost to the Air Force in the sense that he should have been the Chief of the Air Force. He has made a sacrifice and he is here. We shall not ignore the work he has done in the Indian Airlines.

Shri Thirumala Rao (Kakinada): Can the hon. Member praise an individual officer like this? (*Interruption*)

Shri Joachim Alva: Please do not interrupt. I have only 5 minutes. I do not like the arrangement by which an ICS officer who is the Secretary of one Ministry and who hops from one Ministry to another is made the Chairman of this corporation. If the IAF has been asked to lend one of its best officers to manage the Indian Airlines, it is better that he does a good job under the direction of the Minister. We have got full confidence in the Minister. He knows what to do; he has got a Deputy Minister who is capable. The General Manager should not be impeded in the carrying out of his job by being given a Chairman who goes from one post to another and we should not have the luxury of a Chairman of the company, coming in the way of the administration of the Indian Airlines. These are very important point.. I do not know whether anybody was able to raise them.

I watched the career of this gentleman. I say it impartially; I say it only in the interests of my motherland. This Air Force officer has had unrivalled experience in the Air Force and having come and pulled the Indian Airlines out of the rut, it is time we put confidence in him and not put a Chairman who goes from one post to another.

Shri Narayanankutty Menon: Why it it that he is more abroad than in India?

Shri Joachim Alva: I come to the Air-India International. We must pay them a tribute. We are proud of our offices abroad. We are proud of the Air-India International offices everywhere. Those Members of this House who have had the fortune to go abroad and who have seen these offices must be proud of our flag which is flying on our Air-India offices. Those flags in those offices render more service, I may say in all humility, than some of our missions abroad. The boys in the Air-India offices are doing a very good job and this Parliament must every time, every year, pay them a humble tribute.

These two corporations must go hand in hand, side by side. One is the weaker sister and one is the more powerful sister. We must help them to march ahead together as complementary to one another and not in any way destructive of each other's interests.

I would, Sir, ask the Minister to see that our planes are equipped with storm radar signals. These are very essential for the safety of passengers. You may say today the storm radar signals are not necessary in India in the weather that is prevalent here. But I feel that a little more money will have to be spent and the safety of passengers has to be guaranteed by providing storm radar signals.

I am not for integration of the two airlines, though I have great respect for the opinion of Shri Mathur who has been taking a very lively interest in aviation. If you integrate these

two airlines right away immediately, it will result in disadvantage to both. Air-India International is in top class world efficiency. Indian Airlines will take some time; perhaps five years hence we may be able to integrate. It is no use doing it now. We may think of another thing now. Now we may promote the air hostesses, the pilots and other officers or employees of the Indian Airlines and put them up above in the Air-India International. That could be started rightaway, but integration rightaway will be like mixing strong milk with diluted milk, and it will not be for the health of the nation as well as the spirit of the airlines.

It is also time that the air fares are reduced. There is cut-throat competition already in the Atlantic. The BOAC is trying to cut down their air charges. It has done it. Some airlines are going out of the International Civil Aviation Organisation to cut down their air charges. It is time we did it. India cannot afford very high rates. Even the Members of Parliament whose calls are very urgent are not able to afford air travel, and it is time that air fares are reduced. Shri Morarka has raised one point that the salaries have gone up and they are going to cope with that increase by increasing the air charges. If that is so, it is time that the salaries were less and there is no increase in air fares.

We must do something with regard to the manufacture of planes. It is time we allowed our producers to carry their names on the designs that they produce. Suppose a youngster produces a plane, it is time that we give his name to the design produced by him. It is done in Russia, wherein science has forged ahead. There I found that the names of the producers, the names of the designers are given to the machines they have designed. There is the TUPULOV. There are Ilyushin and also ANTONOV. They are the people who have designed or invented those machines. It is time that we give our young men credit for inventing or making any designs so that their names could be put on the planes or machines they produce. We must do something.

The Indian Airlines or the Air-India International cannot shake off their responsibility by saying that it is not their business. They must train pilots. They must have a separate wing, and they must pool their resources and produce helicopters and gliders, so that we may build up a fine body of young men who can man them. As in sports, if you catch them young and put them on the airlines we may not be wanting in a time of emergency when there will be no planes and no pilots and when, if there is a war, we may not have the people for manning the planes, even if we have them in planty.

Shri Mohiuddin: Mr. Speaker, Sir, I am obliged to Shri Sharma and Shri Gupta for raising the discussion on the Indian Airlines Corporation and the Air-India International in this House this evening. Shri Sharma said that the air transport industry should remain constantly under review, and that we are not discussing the problems of air transport industry as often as we should. I hope Shri Sharma was not inclined to blame us for not giving a chance to the House for discussion. We always welcome the discussion, and the suggestions and the criticisms made by hon. Members are always welcome.

Sir, some important points have been raised regarding the collaboration between Air-India International and the Indian Airlines Corporation, and in this connection some hon. Members have suggested that these two Corporations should be amalgamated. Shri Mathur has already informed the House that the boards of both the Corporations have got a common membership of a very large number of members. I think seven or eight members of the board are common members. The Chairman of both the Corporations, and the Gene-

[Shri Mohiuddin]

ral Managers of both the Corporations are members of the other board. There are other common members from Finance and Air Force. So, practically for all purposes it is a common board and they are in a position to bring about collaboration and co-ordination in many respects. There is always exchange of ideas and, as my hon. friend, has stated, scientific data.

As far as the amalgamation of the two Corporations is concerned, I am really surprised at the statement made by Shri Mathur. He said that the Chairman of the Air India International refused to continue as Chairman if the two Corporations were amalgamated. I think that is not correct.

Shri Harish Chandra Mathur: It was reported in newspapers all over India.

Shri Mohiuddin: I repudiate that statement, if it ever appeared in the newspapers. As a matter of fact, the question whether the two Corporations should be amalgamated or not has been under consideration from time to time. As my hon. friend has stated, amalgamation would not be opportune at this moment.

Shri Harish Chandra Mathur: Who has stated?

Shri Mohiuddin: My hon. friend, Shri Alva. I hope he is my friend. Shri Alva stated that this is not an opportune moment for the amalgamation of the two Corporations. I think to a large extent I agree with him. We do realise that there are advantages as well as disadvantages in amalgamation. At the present movement, there is balance of disadvantage. I hope, in due course of time, we will be able to amalgamate both the corporations so that these two work togethere more efficiently.

Shri Harish Chandra Mathur: What are the advantages and disadvantages?

Shri Mohiuddin: Shri Alva has mentioned some of the disadvantages. Now one Corporation is running at a loss and the other Corporation is making a profit. So, that is not a very healthy amalgamation. Of course, the profit of Rs. 7 lakhs of IAC is not a real profit because it does not include the interest which should be paid to the Government, while the profit made by the Air India International, though they do not pay interest on the capital advanced to them by Government, includes payment of full amount of interest on the loan borrowed from the World Bank and the commercial banks in USA. They also pay the instalments and they make profits after these payment have been made. It will not therefore be a very healthy amalgamation if the two Corporations are amalgamated now.

Then Shri Gupta wanted to know the reason why the Air India International, though it shows a load factor of 59 per cent, makes a profit while the IAC, though it shows a load factor of 74 per cent, is running at a loss. Of course, it is true that the IAC has a load factor of 74 per cent and this year it will perhaps be even more. One of the reasons is that the IAC has got to pay duty on petrol, while according to the Sea Customs Rules, if a commodity is exported from India the duty is not paid. The fuel carried on board the Air India International as soon as it flies out five miles from the Port of Bombay is free of duty and that makes a very big difference.

18 hrs.

Mr. Speaker: What is the total duty that is being paid by the Indian Airlines Corporation per year?

Shri Mohiuddin: The duty paid by the IAC on fuel is about Rs. 1 crore and the sales tax levied by State Governments comes to about Rs. 30 lakhs. That is one of the reasons.

Of course, my hon. friend Shri Mathur knows, that as soon as the Viscounts were introduced they had a public appeal. They are air-conditioned; they are pressurised and the public prefer to travel in the Viscounts instead of in the trains and traffic has increased during the last three years and it is mainly due to Viscounts that we introduced in 1958 that revenues have considerably increased and the IAC has been able to show a slight surplus of about Rs. 7 to 8 lakhs in 1959-60. If we are able to get better equipment for IAC in replacement of Dakotas, I am sure that traffic in those sectors where better equipment is introduced will rise very rapidly and IAC will turn the corner.

My hon. friend also referred to the lack of equipment.

Shri Harish Chandra Mathur: May I seek a clarification? If this duty of Rs. 1 crore and the sales tax of Rs. 30 lakhs is taken into consideration we will find that the IAC is making a much better profit than the Air India International. That is what the hon. Deputy Minister argues. If it is so....

Shri Mohiuddin: I said it is one of the factors.

Shri Harish Chandra Mathur: That will show that it is making a large profit and the argument that it is a weaker section and cannot be amalgamated does not hold good.

Shri Mohiuddin: I do not agree: Air India International also pays duties wherever they have got to pay duties or sales tax or other taxes not only in India but also in other countries where they go and where they pick up fuel. They also pay taxes. That is not a very strong argument. I only mentioned that as one of the points.

Shri Morarka: Some subsidy is given on this duty.

Shri Mohiuddin: We do not give any subsidy on fuel. We give subsidy on the losses. That is shown in the balance-sheet not as a rebate on duty.

It was mentioned that the Indian Air lines Corporation are still running the Dakotas. They are; they have to. There is no way out of it. My hon. friend said that the Minister would say that Dakotas are very good planes. I still say that they are very good and very sturdy planes. They are quite safe. But they have not got that public appeal, because they are not air-conditioned, they are not pressurised, and they are not so fast as the turbo-prop aircraft are.

But there are difficulties in the way of replacing Dakotas. Only five Fokkers have been purchased, with great difficulty. They are now arriving and we are putting them mostly on the Assam route, and I hope the hon. Member, Shri P. C. Borooah will be satisfied . . .

Mr. Speaker: So long as it is a monopoly, they have to travel in Dakotas. Why does the hon. Minister worry?

Shri Mohiuddin: What I mentioned was that if there was better equipment, air-conditioning and pressurisation, more public will travel by these aircraft, just as it has happened in the case of the Viscounts. It is our experience that better aircraft attract more traffic. That has been seen all over the world.

I have already dealt with Shri Ram Krishan Gupta's point as to why, when the load factor is 59 for Air India and 74 for I.A.C., there is difference in the working results.

Shri Damani referred to the recommendations made by the Wheatcroft Committee and suggested that all the recommendations should be carried out. I assure the House that as far as we are concerned, we are

[Shri Mohiuddin].

pressing the Indian Airlines Corporation to carry out those recommendations which have been accepted. One of the important recommendations was regarding the standard cost. We are still going ahead with it and the Indian Airlines Corporation is also working at it and we hope that the recommendations of the Wheatcroft Committee about cost structure will be fully given effect to in the near future.

Recruitment was criticised. I assure the hon. Member that recruitment in the I.A.C. is made according to rules approved by the Government. I may admit that some mistakes may have been made, there may be some complaints. But I assure the House that there is no discontent amongst the lower staff, as has been mentioned here.

Shri Sinhasan Singh: It is said there is no morale.

Shri Mohiuddin: The morale of the staff is going up. They are now thinking more in terms of making the Corporation a commercial success. The last year's surplus of Rs. 6 or 7 lakhs has provided them with an urge, has inspired them for better work, and I hope that this spirit will continue and that the workers and other members of the Corporation will work more hard.

Shri Sinhasan Singh: What about the shuttle service?

Shri Mohiuddin: As regards Gorakhpur, I had already replied to my hon. friend Shri Sinhasan Singh. He complained that the Chairman of the Corporation did not reply to him. I assure him that it was on the report from the Chairman of the Corporation that I replied to him. I could not have replied to him about Gorakhpur service without asking for their views in the matter. I think the complaint was rather uncalled for when he said that the Chairman of the Corporation had not had even the courtesy to reply to him. I may assure my friend that the Chairman and the General Manager are very courteous; they always . . .

Shri Sinhasan Singh: My only complaint is that I wrote directly to him but he did not even acknowledge receipt of the letter

Shri Mohiuddin: A copy of my friend's letter to the Chairman was given to me also at the same time, and I had immediately sent to the Chairman of the Corporation my friend's letter addressed to me. Since we are colleagues here, we had to take quick action on the hon. friend's letters. I am not aware of what has actually happened, but that is my reading of the situation.

As regards the Madras airport, my hon. friend Shri Harish Chandra Mathur has again protested that we are very lax in not looking forward to the necessary requirements of the important airports. I am not aware whether they wanted to begin the Boeing service to Sydney from June, 1961. They have not got the planes for it. They have got only four Boeings at the present moment.

Shri Harish Chandra Mathur: My hon. friend is just compelling me to say that I speak from the notes given by the AII, but I have other sources of information also.

Shri Mohiuddin: My information is that with the number of aeroplanes that they have got, they will not be able to operate a service on the Sydney line till 1962.

Of course, the airport will require considerable amount of money. The question is actively under consideration, and I am sure that the necessary sanctions have either been issued or will be issued very soon. But I am sure that my hon. friend Shri Harish Chandra Mathur also

did not have this from the notes given by the AII that they will advance to Government the money needed for the construction of the runway in Madras. After all, that is also Government money. We advance them the money even for their ordinary supplies and so on. I am really surprised ' they can advance the money to Government for the construction of the runway at Madras.

As far as the Jodhpur services are concerned, it is on the basis of the agreement with the Rajasthan Government that the services were introduced, and if the Rajasthan Government, according to that agreement with the IAC, want more frequency, it will be for the Rajasthan Government to negotiate and settle the matter.

The amount paid to the commission agents has been criticised. So far as the AII is concerned, they have to pay to their agents in the foreign countries. In Europe and America and everywhere, a traveller simply phones up the agent to reserve a seat for him on such and such a flight. He usually does not go to the offices of the airlines. That is the common practice. If we do not have our booking agents, the business will be a complete failure. I assure you Sir, that whatever commission is being paid is paid only for the attraction of more and more business. As far as the percentage of the commission that is paid is concerned, I think it is not very high.

Shri Nagi Reddy: What is the percentage?

Shri Mohiuddin: The operation revenue is about Rs. 13 crores to Rs. 14 crores. It may be worked out.

Shri Harish Chandra Mathur: The agents are there all over. So, it cannot be worked out It has got to be given.

Shri Mohiuddin: Shri Morarka has asked a few questions regarding the Superconstellations and the obsolescence amount provided for in the balance-sheet of the AII. Obsolescence is provided for because the Superconstellation is going down in price. The piston-engine price all over the world has gone down. It was the forethought of the AII board that even during the last three years, they have begun to provide for increased depreciation for the Superconstellations. I do not remember exactly what the figures previously were. But I remember very well that in the last three years their depreciation amount was increased deliberately, because they knew that the piston engine prices all over the world would go down. Similarly, they have got the spares. The spares have got to be written down as rapidly as possible. Even then, I am sure that Air India will have to bear a certain amount of loss on account of the spares.

Shri Morarka: Writing down is one thing and declaring obsolete is quite another.

Shri Mohiuddin: It is a provision in the balance sheet for their obsolescence in due course. In three or four years time, they will be obsolete and they will not be of any use either for aircraft or for sale.

Shri Morarka: Even though the spares are new.

Shri Mohiuddin: New spares are purchased only for the immediate needs of the aircraft.

Now, the super constellations will become surplus in due course, in about two years' time.

Shri N. R. Muniswamy: Why two years?

Shri Mohiuddin: It is hoped to be so in 1963. The fourth Boeing has arrived this time in April.

Shri N. R. Muniswamy: There are already three or four.

Shri Mohiuddin: The fourth Boeing arrived in April. These four Boeings

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will be mainly used on the Europe and New York service and on the Tokyo service, and I hope for once at least in a week in the Nairobi service from May or June 1961. The super constellations will continue to be used . . .

Shri Harish Chandra Mathur: All the constellations?

Shri Mohiuddin: Whatever are required. The super constellations will be continued to be used on the Sydney line, the Singapore line and the Middle East line, and also on the Czechoslovakia service. Some super constellations will continue in service for some time to come.

The Minister of Transport and Communications (Dr. P. Subbarayan): Also on the Moscow service.

Shri Mohiuddin: Yes, also to Moscow. I forgot about that.

Even now, in 1961, I hink one or wo will be surplus to AII's requirements. A committee was appointed to examine the possibilities, the comparative cost of super constellation service in India. It was a technical committee, a departmental committee. Reports of departmental committees are not generally placed on the Table of the House. The committee has recommended that the cost will be much more than what was anticipated for its running in the trunk routes in India. The Viscounts now give about Rs. 50—60 lakhs (approximate figures) of profit after meeting every expense. This profit on the Viscounts on the trunk routes will be converted into a loss of about Rs. 40—50 lakhs. That is the estimate made. If IAC cannot make better use of them, of course Government will have to decide what use can be made of the super constellations.

Shri N. R. Muniswamy: They will have more capacity.

Shri Mohiuddin: Yes, that capacity has been taken into account in calculating the loss. 60—65 per cent capacity is presumed to be used by the super constellations in the trunk services. That has been taken into account.

So far as the air fares are concerned, the cost of fuel has gone up. The cost of every item used by IAC has gone up in the last three years. Fuel, I am told, has gone up by Rs. 7 lakhs in 1961. The wages have gone up. Similarly, other costs have gone up. On account of these increased costs, either Government shoudd bear the losses that would result by running these services or if the losses are to be covered in some way, one of the means of covering these losses is to increase the fare.

Shri Sinhasan Singh: Have more services.

Shri Mohiuddin: I may assure my hon. friend here that the Viscounts are running for 2500 hours and this is regarded as the maximum.

Shri Sinhasan Singh: I refer to other small feeder services like the railways.

Shri Mohiuddin: Feeder services are very difficult. The Herons were purchased for feeder services. But they proved a complete failure. My friend from the other side said that we defended its purchase. I remember Shri Patel said in this House or in the other that it was a mistake. We have repeated it on more than one occasion. I do not know what is the use of raising that question again. It was a complete failure.

Shri Narayanankutty Menon: If that was a mistake resulting in financial loss, who is responsible for that? That is what I wanted to know.

Shri Mohiuddin: It is the joint responsibility of all those who were concerned, who were consulted in the matter and who took the decision, including Government. The IAC could

not purchase the aircraft without the sanction from Government because according to the Act not more than Rs. 15 lakhs of investment can be made without the sanction of Government. It is, therefore, the joint responsibility of all concerned and I say that it was a mistake.

Shri Morarka: What about the fare?

Shri Mohiuddin: We are considering whether the fares should be increased on account of the fact that costs have gone up; the wages have gone up; the cost of fuel has gone up and all other items have gone up. But the Government has not yet taken a financial decision in the matter. Of course, I am not in a position to say anything more.

Shri Morarka: The wages have increased by Rs. 80 lakhs.

Shri Mohiuddin: I think that is approximately the correct figure. Wages and salaries and some other items like provident fund and other items that fall under the general heading of wages and salaries have gone up by about Rs. 80 lakhs per annum.

I think I have dealt with almost all the important points.

Shri Narayanankutty Menon: With your permission, Sir . . .

Mr. Speaker: Let him finish. The hon. Member may put a question later on.

Shri Mohiuddin: I may mention one point. Shri Damani raised a point about the auditing of accounts. The Auditor-General audits the accounts. Of course--I do not remember exactly —only last session I placed the Audit Report on both the Corporations on the Table of the House. I think it was not for 1960 but for a previous year. The Auditor-General does audit the accounts. I think it is a very healthy practice that a Chartered Accountant should check the accounts.

Moreover, there is another factor. Because the AII have borrowed money from foreign banks, they also require that the accounts should be checked by a Chartered Accountant. That is also one of the reasons.

Shri Damani: I appreciate that. In the Indian Air lines the balance sheet has not been audited by the Chartered Accounant but in the AII it was audited by the Chartered Accountant. Why was not the Indian Airlines so audited?

Shri Mohiuddin: That is a fact. The AII is audited by a Chartered Accountant while the accounts of the A.I.C. are not audited by a Chartered Accountant. They are audited by the Auditor-General. After that, we place the report on the Table of the House.

Sir, I think I have covered almost all the points.

Shri Narayanankutty Menon: There is just one point.

Mr. Speaker: Let him finish.

Shri Mohiuddin: Sir, I have finished.

Dr. P. Subbarayan: Sir, I want to say a few words. Shri Alva is not here unfortunately. He referred to the chairman and the general manager. As the Deputy-Speaker said and as you yourself Sir, have said, we should not refer to particular officers. No doubt the name was not given but everyone in the streets knows who is the general manager of the IAC and who is the chairman of the IAC. I think is is my duty to tell the House that as far as the general manager is concerned, I am glad that Shri Alva complimented him. No doubt he has done very well. We have nothing to do with what happened in the Air Force; we have nothing to do with the Air Force; they lent this officer kindly to us and we are grateful to the Air Force for having lent this particular officer. The chairman has done very well indeed and we have continued him because inspite of his having gone to another department, he is still capable of doing this work and, in my opinion, is doing it quite satisfactorily. He knows the working of the IAC and it is good that my hon. colleague, the Minister of Food and Agriculture agreed that he should continue as Chairman of the IAC. Of course things

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will change in course of time when we find we have got somebody who can take care of it so that the additional responsibility of this officer is not too much for him.

Again, I would like to say that as far as the international airlines are concerned, we have got planes which are comparable to planes run by the other services. In fact we are running the same planes as most of the international airlines are running. Of course we would like to run a Boeing also on the Sydney route but it is not possible for us to do so because all that we could get with the loans and with the Government's help was six Boeings. The other two will be delivered, as my hon. colleague explained, in 1962. So, we may have to run some Constellations and others on the Australian and Singapore routes.

With regard to the Indian Airlines Corporation, we are trying to do the best we can to get planes to replace the Dakotas. We have not been silent over it and the purchase of the five Fokkers was due to the fact that we had not pressurised modern planes in our internal services, especially on the Assam side, which my hon. friend Shri P. C. Borooah—I am glad—appreciated. At the same time we had an intention to have a civilian aircraft factory. But after due consideration, the Planning Commission felt that there was no room for two factories in this country and, as already Avro 748 was being manufactured by the Defence Ministry, we might wait to see what the results would be. But of course if we did have a civilan aircraft factory, we could not have it for merely the planes which would be required by the IAC. We know we will want a market for the extra planes we produced. A factory will not be profitable, I was told by the advisers who came, unless at least 150 planes are manufactured. Of course, fortunately, we had the backing of the Corporation that they would be able to sell these planes outside and they proved to us also that they could dispose of it and even get the foreign exchange which may be needed, repaid out of the sales of these aircraft. In spite of it, after due consideration, they felt that there was no place for two factories and therefore we must patiently wait to see the performance of Avro 748. I know people have their own doubts about it; I do not want to enter into this controversy because I have an opinion of my own on this aircraft that are to be produced. But at the same time, the Government is one and the decision of the Government is as much my decision as that of any member of the Government.

Shri Narayanankutty Menon: When do you propose to get it—Avro 748—for service?

Dr. P. Subbarayan: I told him that it is not possible to give a date. As there are so many factors entering into this, it is not possible for us to find out what exactly happened at the other end, but at the same time, as I said, a decision of the Government must be taken by the Member of the Government because the decision of the Government is of the Government as a whole of which I am also a part.

Shri Morarka: Has the weight of Avro 748 increased by 3,000 lbs. and therefore the initial advantage has become comparatively less?

Dr. P. Subbarayan: I do not know as much as my hon. friend does about these load factors, but all this has been considered before the Government came to the decision.

Shri Narayanankutty Menon: The free weight is 3,900 lbs.

Dr. P. Subbarayan: That is another thing. My hon. friend from this side was thinking of pay-load, and the hon. Member on the opposite side is thinking of the cost being £3,000 more

and all that. That is what I understood him to say. These are two different factors altogether.

Mr. Speaker: Order, order. The hon. Member must get up and put a question, and not speak while sitting.

Dr. P. Subbarayan: Therefore, I hope that the House realises that what is being done for these two Corporations is in the best interests of the country.

Some hon. Members mentioned about the strike. It is true that there was a strike, but there were factors leading to strike and I think they will admit that the Government and the Corporation managed the strike as well as it could be done by any individual concerned. If my hon. friend Shri Narayanankutty Menon was in charge of it, I do not think he could have done better.

Shri Nagi Reddy: The Government have done better; not the management.

Dr. P. Subbarayan: The Government and the management together did it; not only the Government.

Shri Narayanankutty Menon: I would not have handed over a free ticket to the arbitrator.

Dr. P. Subbarayan: I want also to pay a tribute to Mr. J. R. D. Tata because he is the real person who has brought the AII to the stage in which it is today, and I would be very sorry to lose him if at any time he does decide to go, but fortunately for us he has decided to remain, and I am really grateful to Mr. Tata for this. I am sure the House will realise that the Government are doing the best they can by the air services and are bringing credit to our international as well as our internal air services.

Shri Narayanankutty Menon: One of my points was answered by the hon. Minister and two important points were not answered. One point is—this has not been answered—in the international market aviation fuel is available at 60 per cent of the cost of the oil supplied by the Western oil companies. The IOC has started importing fuel oil. I want to know whether any steps are taken by the IAC and the AII to get their aviation fuel at a cheaper cost—aviation fuel of superior quality.

Secondly, there is a cut-throat competition in certain places by the private airlines against the IAC. I want to know whether steps are taken to abolish these private services.

Thirdly, Government have invested Rs. 36 lakhs in the training of commercial pilots. What steps are taken to absorb them?

Lastly, the price of articles in the restaurant is exorbitant, when compared to the prices even at the restaurants in international air-ports elsewhere. What steps are being taken to cut down the prices, especially at least the price of a cup of tea?

Dr. P. Subbarayan: I do not think catering has anything to do with these reports which are under discussion. Secondly, about the purchase of fuel oil, naturally my hon. friend on the other side would like to purchase oil from Russia.

Shri Nagi Reddy: If it is cheaper; not if it is costly.

Dr. P. Subbarayan: They would like to buy it in the competitive market, as they call it. But we think there may be something attached to it! It is like the Trojan horse, and we may not like to carry it.

Then, he referred to private airlines for which we are giving licence. We give them licence because they are doing some useful work which cannot be done by ourselves, like carrying food and food-dropping for our soldiers. We have not got enough planes for this purpose. These private

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planes take the risk. Some of our air pilots were not quite prepared to undertake this risk and in fact we have lost one of our best pilots in this air-dropping. Therefore, if the private companies are willing to do the service, I think we should welcome it, and that is the reason why we are giving permits, and they are under strict surveillance also.

Shri Sinhansan Singh: The Government have said that the feeder service system was tried and it was found to be a failure. Are they prepared to give these services to private companies who will run them at their own risk? The private companies are prepared to do it. The Government could then make the people air-minded. If the Government cannot do it, if they cannot afford to do it, why not give it to the private companies?

Secondly, in Gorakhpur the Government are investing a lakh of rupees in constructing the aerodrome buildings. In this budget also you have provided Rs. 50,000 for lighting the aerodrome. Why are you spending the money and not having air service?

Dr. P. Subbarayan: There may be something behind spending the money. The hon. Member will rest satisfied with the hope that the service may come.

Shri D. C. Sharma: Anyone who has listened to this debate coolly and calmly will come to the conclusion that the compliments that we have been paying to the IAC and AII are just formal compliments. There is hardly any aspect of their working that has not come under scrutiny and under grave criticism. There is hardly any aspect to which any satisfactory answer has been given. All the same, I would say that two persons have emerged very gloriously out of this debate and a reference has been made to them by Shri Alva. Otherwise, we have found fault with both these Corporations on almost every score.

I am afraid that this is not the impression that I wanted to give to the public or to the House. I agree with my hon. friend, Dr. Subbarayan, that these Corporations have done well. They are like two sisters; since I have no sisters, of mine, I think very kindly of sisters. But the fact of the matter is, how long are we going to keep these two pale, anaemic, bloodless sisters going? How long are we going to supply them with oxygen and transfusion of blood? How long are we going to do it? Here is the BOAC which has reaped a profit of 12 per cent. and the figures run into crores. But here is our Corporation which cannot even pay its way. That is the point I want the hon. Minister to note and I hope that will be examined.

I do not want to say anything about the board of directors. But I think the cat is out of the bag. These two boards are a family concern. Five persons from one board are on the other board and *vice versa*. I want that these boards should not have that sort of intermingling of interest. I think each board should be independent and they should not give the impression of a private limited company, with the members of the same family on so many boards.

The third point I want to make is this. I do not want to go into details, but I want that the hon. Minister should scrutinise the appointments which have been made by the AII and also the administrative appointments of the IAC and see what kind of persons have been appointed. I may be thought of as raising a question of regionalism; somebody might say that I am raising a question of casteism, nepotism or indirect pressure. I do not want to enter into that sort of thing. But I want the Minister to scrutinise the appointments. If he does that, he will find very very—I do not want to use the word 'sensational' —interesting revelations. I want that these two Corporations should be run in the interests of our country and the whole nation, the whole of this great

sub-continent and not in the interests of a State, community or a few persons. I do not want this to happen. Therefore, I would request the Minister to look into it.

Lastly, I want that a parliamentary committee should be appointed to go into the question of these Corporations and they should suggest improvements.

In the end, Sir, I say that I do not yield in my admiration to anybody so far as these two Corporations are concerned. But I would also say that these two Corporations can give a better account of themselves, if we change the board of directors, if we change the rules and regulations governing appointments, if we change the whole set-up, if we tell them that they are not going to live upon the vitamins of loans, the vitamins of subsidies and the vitamins of loan-free capital. If you tell them that, I think they would do better. I am sure the Minister wil kindly look into it.

As I have said, I have also been travelling by railways and occasionally by air. I find that our services compare very favourably with the service in other countries. I think there are only three or four services by which I have yet to travel; otherwise I have travelled in almost all the services in the world. I am happy to say that our services compare very well with the other services. But I would say, Sir, if you remove these flaws in the ointment, I am sure the Corporations will yield better dividends in terms of money, better dividends in terms of labour relations, better dividends in terms of service to the country.

Shri Joachim Alva: Just one point, Sir. Shri Sharma—I do not know whether he raised that point in his speech—said that he wants a Parliamentary Committee to be appointed. That is a major point that he has raised. We did not get a chance to talk about it. I must say it is not suitable at present and we should not have a Parliamentary Committee going into these affairs at present (*Interruption*).

Mr. Speaker: Order, order. I am not going to allow any more discussion. Hon. Members, whoever wants to speak, must get up and then speak.

I must now put the motions to the vote of the House. The question is:

> 'That this House takes note of the Annual Reports of the Indian Airlines Corporation and the Air-India International Corporation for the year 1958-59, laid on the Table of the House on the 21st December, 1959."

The motion was adopted.

Mr. Speaker: I shall put the other motion also. The question is:

> 'That this House takes note of the Annual Reports of the Indian Airlines Corporation and the Air-India International Corporation for the year 1959-60, laid on the Table of the House on the 14th December, 1960."

The motion was adopted.

18.43 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, April 26, 1961/Vaisakha 6, 1883 (Saka).

[*Tuesday, April 25, 1961/Vaisakha 5, 1883 (Saka)*]

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3851.	Coal siding near Kishanganj Colony, Delhi	13589–90
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3858.	Telephone connections in Visakhapatnam	13595
3859.	Blood donations	13595
3860.	I.A.C. freight charges	13595
	CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE	13596–9
	Shri P.C. Borooah called the attention of the Minister of Irrigation and Power to the recent accident in the Power House of Bhakra Dam resulting in the death of two workers and injuries to many others.	
	The Deputy Minister of Irrigation and Power (Shri Hathi) made a statement in regard thereto.	
	PAPERS LAID ON THE TABLE	13597–98
	(1) A copy of Annual Report of the Damodar Valley Corporation and Audit Report thereon for the year 1959-60 under sub-section (3) of section 45 of the Damodar Valley Corporation Act, 1948.	
	(2) A copy of Notification No. G.S.R. 535 dated the 15th April, 1961 making certain amendment to Schedule I of the Employers' Provident Funds Act, 1952, under sub-section (2) of Section 7 of the said Act.	
	STATEMENT *RE.* DEMANDS FOR EXCESS GRANTS (GENERAL), 1958-59	13598
	The Deputy Minister of Finance (Shri B.R. Bhagat) presented a statement showing the Demands for Excess Grants in respect of the Budget (General) for 1958-59.	

COLUMNS

STATEMENT *RE.* DEMANDS FOR EXCESS GRANTS (RAILWAYS), 1958-59.... 13598

The Deputy Minister of Railways (Shri Shahnawaz Khan) presented a statement showing the Demands for Excess Grants in respect of the Budget (Railways) for 1958-59.

REPORT OF JOINT COMMITTEE ON OFFICES OF PROFIT—PRESENTED . . 13598

Third Report was presented.

BILLS PASSED . . 13598—13660

(*i*) The Minister of State in the Ministry of Home Affairs (Shri Datar) moved for consideration of the Orissa State Legislature (Delegation of Powers) Bill, 1961, as passed by Rajya Sabha. The motion was adopted. After clause-by-clause consideration the Bill was passed.

(*ii*) The Deputy Minister of finance (Shri B. R. Bhagat) moved for consideration of the Medicinal and Toilet Preparations (Excise Duties) Amendment Bill. The motion was adopted. After clause-by-clause consideration the Bill, as amended, was passed.

COLUMNS

ORISSA DEMANDS FOR GRANTS, 1961-62 ..... 13660—13718

Discussion on Demands for Grants in respect of the Budget of the State of Orissa for 1961-62 commenced. The discussion was not concluded.

MOTIONS RE. ANNUAL REPORTS OF THE INDIAN AIR-LINES CORPORATION AND THE AIR-INDIA INTERNATIONAL CORPORATION . . . . 13719—35, 13736—86

Sarvashri D.C. Sharma and Ram Krishan Gupta moved the motions *re.* Annual Reports of the Indian Air-Lines Corporation and the Air-India International Corporation. Shri D.C. Sharma replied to the debate and both the motions were adopted.

AGENDA FOR WEDNESDAY, APRIL 26, 1961 VAISAKHA 6 1883 (SAKA)—

Further discussion and voting on Demands for Grants in respect of the Budget of the State of Orissa for 1961-62 Consideration and passing of the following Bills :

(*i*) Essential Commodities (Amendment) Bill.

(*ii*) Legal Practitioners Bill as reported by the Joint Committee.